

The Hongkong Telegraph.

(ESTABLISHED 1881)
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WEATHER FORECAST
FAIR.
Barometer 30.15

January 17th, 1913, Temperature a.m. 62, p.m. 69; Humidity...98, 83.

January 17th, 1912, Temperature a.m. 53, p.m. 54; Humidity...87, 86.

No. 8997

庚子年十二月二十

SATURDAY, JANUARY 18, 1913.

六拜禮

號八十月正英曆

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HOME RULE BILL PASSED.

FINAL FEATURES OF HISTORIC DEBATE.

MR. REDMOND'S APPEAL TO ULSTER PEOPLE.

[Reuter's Service To The "Telegraph."]

London, January 17.

In the House of Commons on the final reading, on the fifty-second day, of the Home Rule Bill, Sir J. S. Simon, Attorney General, remarked that the Irish demand had not weakened, but that the enthusiasm in the Unionist ranks and file had slackened. Though the Irish Unionists had fought the Bill in the most courageous and most single-minded manner, outside Ulster, Irish Unionists themselves had begun to feel that times had changed. He quoted the success of Home Rule in the case of the self-governing Colonies.

Mr. F. E. Smith said the Government were all optimists and, if they were wrong, others paid the penalty. Mr. Asquith did well to trust the Nationalists—they gave him Welsh carnes and he gave them Ulster. Let the Liberals ask Mr. Birrell who know the number of arms imported into Ulster?

Mr. Redmond's Speech.

Mr. John Redmond:—"Speaking on behalf of those who represent in Ireland and outside Ireland, we cordially accept the Bill as a great measure of conciliation and freedom, and as a final settlement of the ancient international quarrel. I solemnly declare that I and the vast majority of Irishmen, notwithstanding the past, will regard Ulsterites as brother Irishmen. We invite them to join us in emancipating and governing the common country."

Continuing, Mr. Redmond referred to the millions of Irishmen in the Empire and in the United States who were eagerly awaiting the passage of the Bill for a complete reconciliation with England.

Ulster Must Succeed.

Prolonged and enthusiastic Unionist cheers and ironical Nationalist cheers greeted Mr. Bonar Law, who said the Government had maneuvered into a position to carry the Bill against the will of the people. Mr. Redmond knew that the Bill was only temporary. The Government knew that Ulster would rebel, and Ulster would be bound to succeed because her people would be ready to give up their lives in the cause.

Mr. Birrell, Secretary of State for Ireland, said he did not deny that Ulstermen disliked the Bill, but he did not know how any one could say that the present mode of government could continue indefinitely.

Amendment Rejected.

Mr. Balfour's motion rejecting the Bill was negatived, the voting being:—

Against the amendment 368
For the amendment ... 258

Majority Against... 110

The Ministerialists and Nationalists displayed indescribable enthusiasm when the figures of the final division were announced.

The Vote.

The figures on the motion for the third reading were:—

For the Bill..... 367
Against 257

Government Majority... 110

The Bill went forth with the House of Lords where it was read a first time. The second reading will be on the 27th inst.

Features of Voting.

The majority in the voting was composed of 248 Liberals, 72 Nationalists, 10 O.B.'ites and 27 Labourites. Mr. Nanetti was the only Nationalist who was absent, being ill with paralysis.

Mr. J. S. Kelly, Nationalist M.P. for E. Donegal, was brought from the Dublin Hospital in charge of a nurse, in order to vote.

The octogenarian Radical, Mr. Robert Cameron, M.P. for Houghton-le-Spring, an invalid, was carried into the House of Commons to vote.

Mr. Joseph Chamberlain paired. There were nine members of the Opposition absent through illness. There were no Liberals absent and none paired.

The normal Government majority was 105. The Liberal M.P.'s, Hon. F. Agar Roberts (St. Austell) and Sir Clifford Cory (St. Ives) voted with the minority.

Scenes of Enthusiasm.

The passage of the Home Rule Bill was welcomed with enthusiasm both inside and outside the Houses of Parliament. There were demonstrations in the South of Ireland and Belfast but there were no serious disorders.

The crowds in London were most good-humoured.

The crowd in the outer lobby of the House of Commons waved umbrellas and tossed their hats in the air and many women who were present, wearing green, joined in the cheering.

Despite the icy drizzle, the crowds outside outside sang and cheered for Ireland.

There were similar scenes outside the National Liberal Club; there were no speeches there, but Mr. F. E. Smith addressed the demonstrators at the Constitutional Club, declaring that the fate of the Bill would not be determined by the House of Commons but on the streets of Belfast.

Revolver-Firing in Belfast.

The demonstrators at Belfast burned a copy of the Bills. There was some revolver firing, the cartridges were mostly blank, but one man was shot in the back and had to be taken to the hospital.

OPIUM PUNISHMENTS.

QUESTIONS IN PARLIMENT.

London, January 17.

Mr. J. R. P. Newman and Sir J. D. Ross put questions, in the House of Commons, raising again the question of punishments for opium offences in China. They insisted the hangings and beatings and argued that the remedy was worse than the disease and was the result of pressure exercised on China in connection with the agreement with Great Britain.

China's Affairs.

Sir Edward Gray said that he had nothing to add to Mr. Acland's answers on January 14. He said that whatever measures the Chinese Government had taken to stop the consumption were her own affair.

A Rebuke.

Mr. J. King urged an enquiry into the facts with a view to ascertaining Chinese opinion. "I really think," said Sir Edward Gray, "that it is time the House put a check to the tendency to make out that the British Government is responsible, directly or indirectly, for outrages occurring in any part of the world."

TELEGRAMS.

SARAWAK.

ALLEGED INTERFERENCE.

Reuter's
[Service to the "Telegraph."]
London, January 17.

In the House of Commons Mr. J. A. Tennant, Unionist M.P. for Finsbury, drew attention to a letter from the Governor of the Straits Settlement to the Administrator of Sarawak, regarding the selling price of opium at Sarawak, as being an infringement of the Treaty of 1888, which secured the Raja against British interference regarding internal affairs.

Mr. Harcourt said the Raja had shown him the letter, which was written by the Governor in the capacity of the British Agent for North Borneo and Sarawak, hoping the opium farmers might be required to raise their prices to the prices fixed in Brunei and Labuan, with the object, doubtless, to prevent the smuggling of opium from Sarawak into Labuan and Brunei, where the price had been raised in pursuance of the policy to which his Majesty's Government was pledged by the Opium Convention and to which the Raja had also adhered. Mr. Harcourt added "I am unable to admit that a suggestion by the British Agent in the interest of free intercourse between Sarawak and its neighbours would constitute interference."

ILLITERACY IN FRANCE.

A Striking Calculation.

M. Faure, the French Senator, and formerly Minister of Public Instruction, publishes interesting details concerning the educational state of the 892 recruits of the 51st Infantry Regiment at Beauvais. These are part of the data that are being compiled at the French Ministry of War in accordance with the law passed last year which provides for the examination on uniform lines of the educational standard of all recruits annually incorporated with the army. It appears, according to M. Faure, that of the 892 young soldiers of the said regiment only 470 were in possession of a certificate from an elementary school which absolved them from the necessity to undergo the examination. The remainder were examined by the military Educational Committee, with the result that 220 were found to be of sufficient education to need no attendance at the regimental school; 155, or 17 per cent, no longer remembered anything of what they had once learnt at school; 17, or 2 per cent, had at one time been able to read but could no longer do so; and 30, or 4 per cent, could neither read nor write. M. Faure observes: "It will be seen from these figures that the total number of those unable or almost unable to read amounts to nearly 23 per cent. Such a ratio of illiterates or semi-illiterates would be appalling if it were to hold good of the entire youth which is annually summoned to the colours, and would illustrate in a most drastic fashion the extent of the danger which threatens us from the non-application of the law on compulsory education and from the total lack of all means of education between the age of leaving school and that of joining the regiments."

It may be observed that the French Education Act of 1882 imposes upon the education authorities the duty of forming Attendance Committees composed of members of the commune. The provision, however, very often remains a dead letter.

TELEGRAMS.

LEVER BROS.

CONCESSIONS REFUSED.

Reuter's
[Service to the "Telegraph."]
London, January 17.

Mr. Harcourt announced in the House of Commons on Thursday that the Liberian Senate had rejected the concessions reported to have been granted to Messrs. Lever Brothers, and the rights which were granted or promised to be granted to Messrs. Lever Brothers in British Colonies were in no wise similar to those they were seeking in Liberia.

[A message received on Wednesday stated—Messrs. Lever Brothers, of Port Sunlight, have concluded an agreement with the Liberian Government empowering them to acquire by successive stages a lease on 12,000 square miles of the Republic, amounting to over a quarter of the whole country. By the agreement Messrs. Lever will enjoy the following monopolies:—Oil palms, timber, use of the land in any form, and all trade with the natives.]

BILLIARDS.

Pose at the Table.

Last year in the "Telegraph" writes "Xaverian." I gave some hints on holding the cue. Some remarks are now borne out by "Ivor" of the "Sporting Chronicle" who writes:—

Good cueing depends absolutely upon your pose at the table. Unless you can control the body and the legs with your striking will be faulty. This means that instead of hitting your ball in the middle your cue tip will land above, below, or wide of the magical centre-point. At once, then, you are doing something you do not intend to do. The ball is master of you instead of you governing its motion, and, with this, the course it takes. So to play the game of billiards in thoroughgoing fashion one must start at the beginning. The idea is to transform yourself into a statue-like form. Keep in as compact a pose as you can, with the cue running evenly under both eyes, sighting right along the fore-end and through the cue-ball on to the object-ball.

Personally, I have no doubt that the "English" stance, with the back leg held taut to take the whole weight of the body, and the front leg bent at the knee is preferable to the almost lying down and flattened out kind of "Australian" playing position introduced by George Gray. It is more graceful and, in my own opinion more essential for all-round billiards. Certainly young "Darlington" Smith, who is its chief demonstrator now that Gray has left us, strikes his ball with splendid certainty. But I know that he would find compensation for being able to throw all his weight on the table and bridge arm with the greater ease of a less rigid stance, giving him quicker scoring powers.

Smoking Concert.

Yesterday evening a very enjoyable smoking concert was given in the pavilion of the Civil Service Club, Mr. O. Bond was in the chair, and a large attendance thoroughly appreciated an excellent programme.

London Ventures.

Messrs. Wright and Hornby inform us that they are in receipt of a cable from their London agents advising them that the new issue of shares in the London Venture Corporation must be applied for by 10th February.

TELEGRAMS.

LINER WRECKED.

FEARED LOSS OF LIFE.

Reuter's
[Service to the "Telegraph."]
London, January 17.

The British liner Veronese, which was enroute to South America with 139 passengers, mostly steerage, was wrecked whilst endeavouring to shelter from the storm at Leixoes. Attempts were made in boats and steamers to assist the Veronese but their efforts were fruitless.

Communication has been established with the shore, but it is feared that sixteen passengers have been drowned in attempting to land. It is hoped that the remainder will be saved.

NORTHERN AUSTRALIA.

American's Testimony to Its Value for Settlement.

Mr. William Halley, one of the party of American landseekers who went to the Northern Territory, considers that, once the Transcontinental Railway is built, that part of Australia will come into its own. "With its fertile soil, its undoubted mineral wealth, the grand harbours and bays along its coast, and its close proximity to the European markets," he proceeds to say in a report, "there is no country that I know of at the present time whose future prospects are so bright; and the man who settles here now is sure to reap the benefit of its great progress. The country has been much maligned, and in this sub-tropical part of Australia there are immense areas of land capable of intense cultivation and of supporting a large white population. The crying question is a railway to tap this central portion of Australia and connect it with Sydney and Melbourne. Despite its being the dry season, it was marvellous how green and fertile the country looked, owing to night dews keeping the ground moist and invigorating the pastures. Besides being marvellously adapted for sheep-raising, the tablelands make ideal country for horse-breeding. On leaving the tablelands and striking the lower coastal country, we come upon conditions that are somewhat different. Here we have boundless lovely plains, where the rivers rush along between banks of jungle and bamboo. This is indeed the country for sugar-cane and rice cultivation."

HUGHES MUSICAL COMEDY COMPANY.

Opening Performance To-morrow Night.

The following is the programme for the opening performance of The Hughes Musical Comedy Company at the Victoria Theatre to-morrow (Sunday) night.

The Grafters.
Sacramento Ike, Lodi Mike, Bakersfield Pete, Three Tramps, Mr. Bert La Blane, Mr. Frank Vack and Mr. Dave Nowlin.
Will Chestnut, A grafter, Mr. Carlton Chase, Robo Skaggs, The Village Policeman, Mr. Harry Burgess; Mrs. Grafters, A widow, Miss Gertrude St. Clair; Mazie, A lady golf caddy, Miss E. Le Blanc; Grace, A visitor, Miss T. Martin; James, A waiter, Mr. Frank Barker; Golfers, Villagers, etc.

Act 1. Time, present. Outskirts of a small town called Watts; Act 2. Time, present. Grounds of the Hotel Watts.

The plan will be at Victoria Theatre (Phone 824) to-morrow (Sunday).

TELEGRAMS.

JAPAN & S. AMERICA.

COUNT NODA'S TOUR.

Reuter's
[Service to the "Telegraph."]
London, January 17.

Reuter's correspondent at New York says that Count Noda, the Secretary of the Japanese Legation at Rio de Janeiro, has arrived at Caracas and is proceeding to Venezuela. It is stated that Japan is desirous of improving her relations with Latin America in view of the completion of the Panama Canal.

GIFT TO LONDON.

The "Manchester Guardian" states:—"That the Grand Duke Michael of Russia is about to present North London with an electric motor ambulance for public purposes. This generous offer is the outcome of a remark by Sir William Collins at a recent dinner in aid of the Hampstead and North London Hospital at which the Grand Duke was present. Sir William Collins had spoken of the crying need for a swift and ready ambulance service in the populous areas which the hospital serves. The failure of the London County Council to use its powers for the provision of public ambulances under an Act which Sir William was instrumental in passing through Parliament has created a combination of things in North London which urgently needs attention, especially in these days when accidents through motor traffic are rapidly increasing. The Grand Duke was moved by Sir William's appeal to make his offer, and on Saturday he accompanied Sir William Collins to inspect the City Corporation ambulance. The Grand Duke Michael is a popular figure in Hampstead, where he has occupied for many years the famous Kenwood House, once Lord Mansfield's seat, on the pleasant slopes on the way to Highgate."

RUBBER IN QUEENS- LAND.

In the annual report of the Department of Agriculture, Queensland, for the year 1911-12, (presented to both Houses of Parliament) appears the following on the rubber industry:—"The demand for this product is so great and the cultivation of it so easy, provided one can afford to wait until the tree is productive, that more interest should have been taken in its cultivation, if only as a substitute should it be necessary for a farmer to give up the cultivation of the sugar-cane. Though the area under crop is not yet sufficient to arrest the attention of the Government statisticians, it is no new thing here, the first plantation having been made by Messrs. Seymour and Allan as far back as 1890 on the banks of the Mourilyan Harbour. Unluckily for them, they chose the wrong variety, and their venture was destroyed by a hurricane. In 1898 this department imported plants and has also received consignments on many occasions since; but no material interest has been taken in it, particularly in its natural country to the north of Mackay, though rubber-growing trees are to be found on the coast from north to south of Queensland. At present it may be estimated that there are about 50 acres under Para rubber, but this area compared with the industry in New Guinea is but infinitesimal. There, though the opportunities have been but of a much more recent date, the planters have begun to ship to Europe, while Queensland has lagged behind."

TELEGRAMS.

A MASS OF WRECKAGE.

STEAMER'S FLIGHT.

Reuter's
[Service to the "Telegraph."]
London, January 17.

The Avala, which belongs to the same line as the Snowdon Range, (the latter arrived at Queenstown the other day after being adrift for 50 days) and which was bound for Boston, has returned to Queenstown a mass of wreckage from stem to stern.

The bridge, deck cabins, fittings, and boats were all demolished. Every compartment was flooded for three days during a hurricane. The captain was swept off the bridge and had some ribs broken. Three other officers and several men were badly injured.

[The Avala is a Furness Line steamer of 3791 tons gross, and was built in 1890.]

NEWS FOR BUSY ME.

TELEGRAMS.

THE NEWS CONDENSED.

The Liberian Senate has rejected the reported concessions to Messrs. Lever Bros.

Great enthusiasm has been shown at Home over the passing of the Home Rule Bill.

The Furness liner Avala en route to Boston has returned to Queenstown "a mass of wreckage."

The Home Rule Bill has been read a first time in the House of Lords, and will be read a second time on the 27th inst.

The Home Rule Bill passed its third reading in the House of Commons by a majority of 110, two Liberals voting against it.

Count Noda, Secretary to the Japanese Legation in Brazil, is touring South America, to improve the latter's relations with Japan.

Questions regarding the matter of punishment of transgressors against the opium regulations in China have again been asked in Parliament.

Belfast demonstrators burned a copy of Home Rule Bill, and subsequently revolver-firing was indulged in, one man being shot in the back.

The British liner Veronese has been wrecked while endeavouring to shelter in a storm at Leixoes, and it is feared 16 passengers are drowned.

An alleged infringement of the Treaty securing the Raja of Sarawak against British interference in internal affairs has been mentioned in Parliament.

LOCAL.

The Philharmonic Society has arranged to render German's "Merrie England" on Saturday Feb. 8, at the Theatre Royal.

The Chinese sporting circles in Hongkong are interested in the teams to be sent to take part in the Olympics at Manila.

Mr. Haywood who has come to Hongkong to act as managing clerk to Mr. Leo D'Almeida Castro, was admitted to practice this morning.

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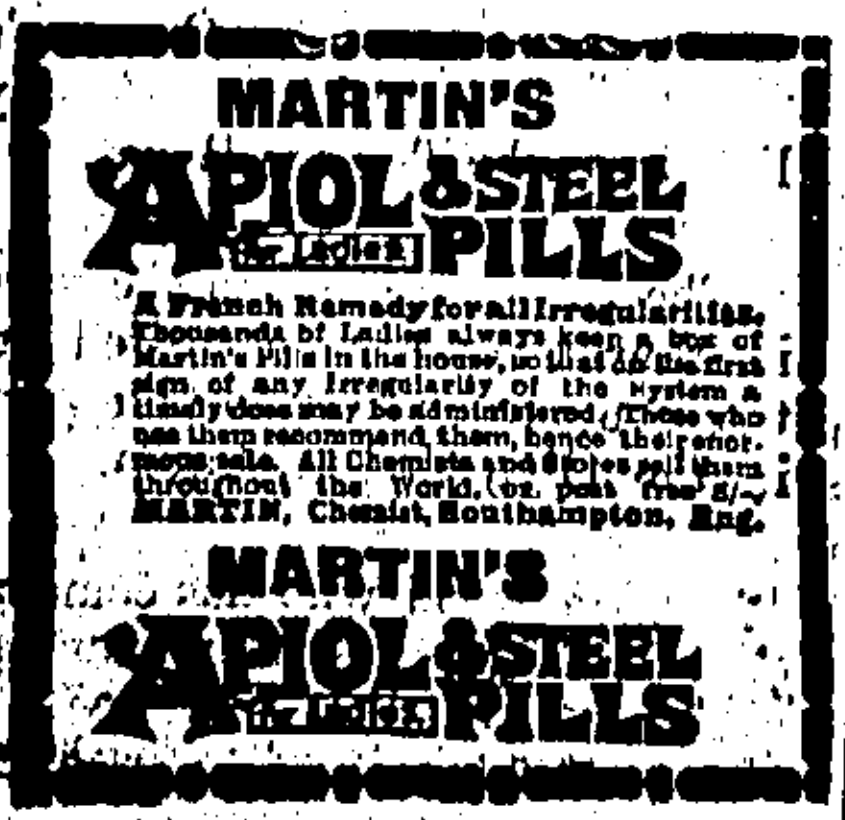
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8.00 a.m. to 10.00 a.m. " 10 min.	
10.00 a.m. to 11.00 a.m. " 15 min.	
11.00 a.m. to 12.45 p.m. " 15 min.	
12.45 p.m. to 1.15 p.m. " 10 min.	
1.15 p.m. to 1.45 p.m. " 15 min.	
1.45 p.m. to 2.15 p.m. " 10 min.	
2.15 p.m. to 5.00 p.m. " 15 min.	
5.00 p.m. to 8.10 p.m. " 10 min.	
NIGHT CARS.	
8.45 p.m. and 9 p.m. 9.45 p.m. to 11.30 p.m. every 15 minutes.	
SUNDAYS.	
7.30 a.m.	
8.00 a.m. to 10.30 a.m. every 15 min.	
10.30 a.m. to 11.00 a.m. " 10 min.	
11.45 a.m. to 12.00 noon " 15 min.	
12.00 noon to 1.00 p.m. " 10 min.	
1.00 p.m. to 5.00 p.m. " 15 min.	
5.00 p.m. to 6.00 p.m. " 10 min.	
6.00 p.m. to 7.00 p.m. " 15 min.	
7.00 p.m. to 8.10 p.m. " 10 min.	
NIGHT CARS as on Week Days.	
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Hongkong, 1st Feb. 1912. 182

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OUR CONTEMPORARIES.

Daily Press.

Canton-Macao Railway.

Even supposing that the Heung-shan district were provided with a railway, it is doubtful whether it would have its terminus in Macao, in preference to Malacow, for example, and even if the terminus were in Macao, the Harbour Master did not anticipate that it would divert trade to the Colony from Canton. Maybe not, but a railway through the Heung-shan district would not fail to develop that territory and be to the advantage of Macao. It is for the people who finance the enterprise to satisfy themselves as to whether sufficient traffic in goods and passengers could be developed to make the line remunerative. In the Memorandum to which we have referred it was laid down that Macao must depend for its prosperity on the development of the surrounding country, because the influence of Hongkong as a trade depot is irresistible. With this conclusion in view, we think, will be found to disagree, and a very apposite fact in support of their conclusion may be found in another part Memorandum, where allusion is made to the expectations formed when Kongmoon was added to the list of Treaty ports, in 1904. The opening of this was expected to have a highly beneficial effect on the trade of Macao, but notwithstanding that Kongmoon is only 43 miles from Macao and over 70 miles from Hongkong, practically the entire trade of the port is with Hongkong. Steamship service between Macao and Kongmoon has ceased, and to-day the communication between those two ports is maintained by one junk!

South China Morning Post.

Excess of Passengers.

It has been hinted, and perhaps the suggestion is not far wide of the mark, that certain vessels are intercepted on the other side of Capsuiman by steam launches which ply from the neighbourhood of Samshui and land the passengers in Hongkong as ordinary ferry launches. If in this or any other way the law is being evaded, the sooner the courts receive the attention of the authorities the better. Hongkong has become infested with bad characters and, if the smuggling of passengers from West River ports is carried on as described, it is little wonder. The detective force is fully alert on the arrival and departure of every river steamer, and we are told that nothing of a suspicious nature is allowed to escape them. On the other hand, the police records prove that many Chinese have lately been arrested in the streets and boarding houses in possession of arms and ammunition, which must have been imported somehow since legitimate means of so equipping themselves do not exist in the colony.

China Mail.

The Home Rule Question.

Many reasons might be mentioned as having probably brought Ireland to her present position—for Ireland is a land where economic progress is practically non-existent and where year by year the population is dwindling. The true reason is probably a combination of causes brought about by the peculiar temperament of the people and the climate. Almost invariably Irish people are successful away from their own country, which seems to indicate that the climate is a determining factor towards their success or failure. Probably, however, the constant flow of immigrants from Ireland is due, as much as anything else, to the deep-rooted antipathy, reasoned and unreasoned, engendered in the minds of the people against England since the Union. Ireland certainly has not prospered since that time as she might reasonably have been expected to; and whatever was the true cause, certainly one of the most potent was the constant political turmoil in the "Emerald Isle."

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Most of the diseases that ravage the human race are germ diseases.

The germ lives anywhere. He is born on a flock of dust, fed by a bad smell, nursed in a pile of decaying matter, carried about by insects. He travels on the air—on the bad smell that feeds him—on the dust in which he was born. No walls can keep him out; he is breathed into a human system through the throat, thrust into the system by the bite of an insect, or works himself into the system through the hand that has touched an infected object.

There is but one thing he fears—cleanliness, and the odour of cleanliness, as to make a house thoroughly clean is to disinfect it. The odour of cleanliness is CN. The germ cannot live where CN spreads its purifying influence.

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General Managers

Hongkong, 16th August, 1901 182

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IT WILL HELP TO SAVE LIFE.

Treasurer, H. C. GULLAND, Esq.,

Manager, International Banking Co.,

Hongkong, 14th January 1913 114

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By Order,

"HONGKONG TELEGRAPH."

The object of this paper is to publish correct information, to serve the truth and print the news without fear or favour.

Cable Address: Telegraph, Hongkong.

Telephone: No. 1. A.B.C., 5th edition. Western Union

The Hongkong Telegraph.

HONGKONG, SATURDAY, JANUARY 18, 1913.

PLOTS IN PERSIA.

The return to Persia of Saad ed-Dowleh is interesting and opens up an interesting speculation as to whether it is part of a deep-laid scheme to bring about the restoration of the ex-Shah. Not long ago, Sir Edward Grey, in the House of Commons, stated that he was informed that Saad ed-Dowleh had not declared himself a partisan of the ex-Shah. It is surprising that Sir Edward Grey had not seen an interview with Saad in the "Bourse Gazette" which was also reported in the "Times". The remarks made in that interview could leave no doubt as to his true feelings. Had Sir Edward Grey forgotten that Saad was the ex-Shah's Prime Minister and Minister for Foreign Affairs, and generally his right-hand man after the coup d'etat of 1908; that, when the Nationalists victoriously entered the capital in June, 1909, Saad took refuge at the Russian Legation with the ex-Shah; and that his name figures largely in the protocol of 1909 which provided that certain staunch partisans of the ex-Shah, specifically named, were to be banished, never to return?

What is commonly alleged, and is probably true, is that Saad has spent his exile in Europe in organising schemes for the restoration of his master to the throne of Persia. These evidently failed, and his cousin, who is Persian Minister at St. Petersburg, and is believed to be another supporter of Mohamed Ali, suggested to the Russian Government that Saad should be sent back to Teheran. How the Prime Minister of Persia was induced to invite Saad to come is a mystery, but his own explanation is very plausible—Saad is an old man and it would be an act of generosity to let him spend the remaining few years of his life at home. What is beyond dispute is that the Prime Minister acted without consulting his colleagues and that he was attacked on all sides for allowing Saad's return. For all his years, Saad is still a strong man, and it seems clear enough that, since his return, he has set himself to work on Mohamed Ali's behalf. He brought the ex-Shah's wife into Persia in the hope that she might induce her son, the present monarch, to abdicate in favour of his father.

So far Saad's plots appear to have failed, but it is clear enough that he is much more dangerous than Sir Edward Grey's recent statement would lead us to believe. But Britain's attitude towards Persia is not as satisfactory as could be wished. A strong Government is wanted; a recent outrage, by which an Indian officer was killed, near Shiraz, proves as much once again. What has Britain done towards the establishment of a strong Government? Persia wants money, and it was understood that, following the conference at Balmoral, an effort was to be made to provide her with a loan as being her first requirement. So far nothing has been done. The present policy appears to be to keep the Persian Government weak and complain that it is not strong; and that policy will suit a conspirator, on the spot, so astute as Saad ed-Dowleh.

Secured Against British Interference.

Sarawak has been very considerably before the public of late, for one reason or other, and now, according to Reuters' message to-day, it is being brought into the opium controversy. Mr. Remnant contends that any attempt by the High Commissioner of the Straits to alter the price of opium will be an infringement of the rights secured to Raja Brooke by the British Government. It happens that the present Raja has unfailingly ruled his country for its own real good and for the good of its natives. But suppose a new Raja should arise who would set at naught the interests of the people. Would he still be "secured against British interference"? Doubtless if England had her time to come over again, the existence of a quasi-private kingdom like Sarawak would never be permitted. Kingdoms of this description, as well as Chartered Companies, are dead opposed to imperialism in its best sense, and we look forward to the day when both Sarawak and British North Borneo will be as much under British rule as Hongkong.

Home Rule.

Though the Home Rule Bill has passed through the House of Commons by the substantial majority of 110 votes, the battle is not yet over. The Upper Chamber has still to be reckoned with, and it will be surprising if history does not repeat itself by the Peers rejecting the measure as they did Mr. Gladstone's second Bill in 1893, after it had been successfully piloted through the House of Commons. That this is their intention is certain, for it has already been announced that the Duke of Devonshire will move the rejection of the Bill. What will then happen it is difficult to predict. Maybe there will be an appeal to the country, or, on the other hand, the aid of the Parliament Act may be invoked to place the measure on the Statute Book, though in this event two years would have to elapse ere it becomes law. The voting on the third reading proceeded on expected lines, save that two Liberals "rattled," and both these were from Cornish constituencies—obviously the working of the Nonconformist conscience, for Cornwall is strong in Methodism. History should be made within the next few weeks, and the telegrams will doubtless be read with great avidity.

Porridge and Education.

Quite recently Sir James Crichton-Browne made the statement that porridge was "necessary for educational salvation." Our readers—and especially those who hail from beyond the Cheviots—will be interested to hear that the importance of porridge for school children has been confirmed by an investigation carried out by Miss May Yates, President of the National Food Inquiry Bureau, on the use of oatmeal and other oat foods. The report shows that statistics were received dealing with over 21,000 children in London schools. The teachers stated that the investigation was a revelation to them. The porridge feeders were "much above the average in size and healthy looks and well equipped mentally." Investigation amongst 2,430 homes, too, showed that the oatmeal children were stronger and healthier than those in homes where oatmeal was not used. This is all very complimentary to Scotland. Yet we have known Scots who admitted that they were glad to be without porridge on Sundays and holidays; and that, in fact, for all their alleged fondness for porridge, they welcomed every occasion for avoiding the dish.

Trouble in Mexico.

Mexico City, January 11.—The rebels have razed the city of Ayotengo, killing 200 of the Federal troops garrisoned there. Unspenkenable cruelties were practised by the revolutionists.

Cushions on Omnibus Tops.

Leather cushioned seats have been provided as an experiment on the top of twelve of the London General Omnibus Company's omnibuses. It is stated that the cushions will be introduced in all the company's vehicles if the public approves.

DAY BY DAY.

That thou canst not may be assuredly forgiven thee, but that thou wilt not, never.

The Defence.

The cruiser Defence from China, has been ordered to proceed to Beirut to relieve the Black Prince.

Out of Hospital.

Sergeant Devany who has been in hospital suffering from kidney troubles, has now come out of hospital.

Mr Sharpe, K.C.

Mr E. H. Sharpe K.C. who formerly practised in Hongkong, returned to the Colony yesterday on the P. and O. s.s. India.

Mr. Timmerscheidt.

Mr. P. Timmerscheidt, who is the Manager of the German Bank in Hongkong, arrived to-day by the s.s. Empress of Japan.

Arrived To-day.

Mr E. G. Tait, the Manager of the Aachen and Munich Fire Insurance Company at Shanghai, arrived in the colony to-day by the s.s. Empress of Japan.

Indian Troops Arrive.

By the s.s. Assaye there arrived yesterday one officer and 30 men of the 126th Baluchi Infantry, while 35 men of the 124th Baluchis passed through to the North.

Arrivals.

Mr. and Mrs. Fortune arrived to-day by the s.s. Empress of Japan on a visit to their daughter, Mrs. David Landale, whose husband is the head of the branch of Messrs. Jardine and Matheson, at Shanghai.

Opium Divan.

An opium divan keeper from 49 Wanchai Road was fined \$250 or on default three months, by Mr. Hazelland, at the Police Court, this morning, seven smokers were fined each \$3 on in default seven days. Sergeant Gerrard proved the case.

Passing Through.

Mr. G. A. Bischof has arrived in the colony from Hawaii where he has been in charge of a sugar plantation for nine years. Mr. Bischof leaves by the s.s. Dilwara for Singapore and will take up the superintendence of a large rubber plantation.

Captain Spicer's Condition.

We learn to-day that Captain Spicer who, as we reported yesterday, was injured by being thrown from his pony on the Polo Grounds and was removed to the Government Military Hospital, spent a good night and is resting easily to-day.

Hongkong's Finance Bill.

The Government Gazette Notice that His Majesty the King has not been advised to exercise his power of disallowance with respect to the following Ordinances:—An Ordinance to authorize the Appropriation of a further Supplementary Sum of Twenty-eight thousand six hundred Dollars and forty-five Cents, to defray the Charges of the Year 1911.

NEW SOLICITOR.

At the Supreme Court, this morning, the Honourable the Attorney General (Hon. Mr. J. A. S. Bucknill) said that he had pleasure to move the Court that Mr. Guy Robson Haywood be approved, admitted, and enrolled to practise as a Solicitor and Proctor of the Court. From Mr. Haywood's affidavit, he said, His Lordship would find that he was articulated to Mr. W. Foster of the firm of W. Foster and De Gex, of No. 4 Raymond Buildings, Gray's Inn, London, and that he passed his final examination 1909 and was subsequently admitted a Solicitor in England.

His Lordship said:—Mr. Haywood, I have seen the papers and although the affidavit of identity is not quite the usual one, I have the greatest pleasure, in your case, in regarding the affidavit of Mr. D'Almada as sufficient, and it gives me additional pleasure in admitting you to practise as a Solicitor of this Court, because you are well known to members of my own family. I wish you success and prosperity in your career in the Colony.

Mr. Haywood, we understand, is joining the office of Mr. Leo D'Almada e Castro.

HONGKONG THIRTY YEARS AGO.

(Compiled from the "Hongkong Telegraph" files for the Week Ending January 18, 1883.)

Interport Cricket.

In the issue of January 13th, 1883, it is announced by telegram that the cricket match between Hongkong and Amoy at Amoy resulted in a win for Hongkong by an innings and 166 runs. Hongkong batted first and completed 251, of which the left-handers contributed 120; and the home team were only able to respond with totals of 45 and 40.

Interport Bowls.

The American bowling match between representatives from the same ports ended in an easy victory for Amoy. The Hongkong team was:—Travers, Lane, Bunbury and Coxon. Four sets were played and, at the finish, Hongkong were in a minority of 240 points.

Opium Smuggling.

On the same date is a notification that the Governor had appointed a Commission to enquire into the circumstances attending the smuggling of opium and other goods into China. The following were appointed to form the Commission:—Sir George Philippo, Chief Justice; the Hon. J. Russell, Colonial Treasurer; and the Hon. P. Ryrie and Hon. F. B. Johnson, members of the Legislative Council.

The Dollar.

The rate of the dollar, on demand, on January 18th, 1883, was 3/7.

GOVERNMENT APPOINTMENTS.

The following appointments are notified in the Government Gazette:—

His Excellency the Governor has been pleased, under instructions received from the Secretary of State for the Colonies, to appoint Dr. John Taylor Connell Johnson to be Principal Civil Medical Officer, with effect from this date.

His Excellency the Governor has been pleased to appoint Mr. James Arthur Edward Bullock to act as Secretary to the Sanitary Board during the absence on leave of Mr. Cyril Francis Wogan Bowen-Rowlands, with effect from this date.

His Excellency the Governor has been pleased, under instructions received from the Secretary of State for the Colonies, to appoint Mr. Cecil Graham Perdue to be a Police Probationer, with effect from the 13th instant.

His Excellency the Governor has been pleased, under instructions received from the Secretary of State for the Colonies, to appoint Messrs. Roland Arthur Charlie North and Percy Burn to be Cadets in the Hongkong Civil Service.

THE ALLAN WILKIE COMPANY.

A fairly large audience assembled at the Theatre Royal last night to witness the concluding performance by the Allan Wilkie Company. "Trilby" was the play staged, and its interpretation must be written down as one of the greatest successes the Company has achieved in Hongkong. Mr. Wilkie, in the part of Svengali, scored a great triumph, and he was given a remarkably enthusiastic demonstration at the end of the third act. The title role was taken by Miss Hunter Watts with marked effect, and other successes were achieved by Miss Nora Craigie, Mr. Goodall, Mr. Philip Gordon, Mr. B. A. Pittar and Mr. G. F. Weir.

At the conclusion of the performance the curtain had to be raised again and again, and, in response to the demands for a speech, Mr. Wilkie appeared before the footlights and thanked the patrons for the support given the Company. He mentioned that the Company would return from Manila in the early part of February and play for several nights, the plays to include "The Cardinal." He also added that the price of dress circle seats on their next visit would be \$3, instead of \$3.50.

LEGISLATIVE COUNCIL.

Impending Election of Unofficial Member.

In the "Government Gazette" it is notified that a meeting of His Majesty's Justices of the Peace will be held in St. Andrew's Hall at the City Hall on Friday, the 31st day of January, 1913, at 4 p.m., for the purpose of nominating a Justice as an Unofficial Member of the Legislative Council during the absence of Honourable Mr. Henry Edward Pollock, K.C., who has been granted leave of absence from the Legislative Council until the 5th day of November, 1913.

The name of every candidate must be proposed in writing by one elector and seconded by another. All proposals, duly seconded, must be received by the First Police Magistrate at the Magistrate's by 1 p.m. on Friday, the 24th day of January, 1913. The names of all the candidates who have been duly proposed and seconded, with the names of the proposers and seconders, will be published in the "Hongkong Daily Press" of Monday, the 27th day of January, 1913. If only one candidate is proposed, he will be deemed duly nominated and the meeting will not be held.

The candidates and any other electors whom the Justices may wish to hear will have an opportunity of addressing the meeting. The voting will be by ballot, and the ballot will not be closed until after 6 p.m. Candidates as such are not disqualified from voting.

If two or more candidates receive an equal number of votes and such number is higher than the number of votes received by any other candidate, their names will be submitted to another ballot the date of which will be notified in due course.

Justices of the Peace who are Government Officials are not entitled to take part in these proceedings.

NEW CINEMA PROJECT.

Another Theatre Proposed for Hongkong.

The possibilities of establishing a chain of cinema theatres in the coastal cities of China are being considered by Mr. Walter Morris of New York City who, with Mrs. Morris, as at present in the Colony.

Mr. Morris has already instituted Cinematograph Film Exchange offices at 94 Queen's Road Central, and he has associated with him Mr. Tam Yik Kiu. The concern is intended to supply its own theatre, as well as others, with the latest pictures from the United States and Europe.

Mr. Morris states that he had practically closed the deal for a large and most suitable site in Hongkong on which he intends to build a permanent theatre, and he intends to give in it from 5 to 10 shows a day, each performance to last one and a half hours, and the prices of admission to be five cents in the morning and afternoon, and ten cents at night.

Mr. Morris leaves to-morrow to make further arrangements at Swatow, Amoy, Foochow, and Northern China, returning to superintend the building of his Hongkong Theatre in about a month.

Discussing the success of such an undertaking, Mr. Morris said: "I have capital enough behind me to launch it, and I intend showing the Chinese what modern, up-to-date Cinematograph Theatres are as we know them in the States."

In conclusion Mr. Morris stated that he had found enthusiastic support among the rich Chinese in the Colony, and that they were quite in accord with his plans.

Harbour Offenders.

This morning at the Marine Court, Commander Basil Taylor, R.N., fined a boatwoman \$5 for anchoring west of Proserpine Rocks, a boatman for failing to exhibit regulation lights, \$5; and another \$1 for dredging in the harbour. Two boatwomen had to pay \$5 each for making fast to the s.s. Empress of Japan while she was under way, while a man who had failed to license his boat went to prison in default of payment of \$2.

MERRIE ENGLAND.

Coming Performance by the Philharmonic Society.

The rendering of Merrie England by the Philharmonic Society has been definitely arranged to take place on Saturday February 8 at the Theatre Royal. This in itself is an innovation, for previous concerts were given in St. George's Hall, but this year a much larger chorus has been brought together with the result that, including orchestra, some 100 performers will take part. The work which was written by Basil Wood, the lyricist and Edward German, one of the foremost musical composers of the present day, was originally in dramatized form, but the concert version which is to be rendered has proved most popular at home.

Shorn of some of the humorous parts, the work concerns the love making between Sir Walter Raleigh and Bessie Throckmorton, a maid of honour to Queen Elizabeth. He writes an acrostic to Bessie, which, being lost, is found by Jill-all-alone, a dweller in the woods, and a suspected witch, who gives it to the Earl of Essex. This gentleman, who regards Raleigh as a rival for the hand of Elizabeth, endeavours to use the acrostic against him, by handing it to the Queen. She reading the praises of a certain Bessie, takes it as a compliment to herself and is by no means displeased at it. When, however, she discover the acrostic was intended for her maid, she orders Raleigh into banishment, consigns Bessie to prison, and, enraged by certain mocking words of Jill, orders her to be burnt as a witch.

Essex when he discovers that Raleigh was not his rival attempts to repair the mischief done. He arranges that a forester shall appear before the Queen as Herne the Hunter as an apparition while she is seated beneath Herne's Oak in Windsor Forest. According to tradition, Herne only appeared when the monarch contemplated a crime, and this coming to the queen's memory causes her to relent; and generally bestow pardons.

Amongst the soloists are Mrs. Goldsmith, Mrs. Robertson, Mrs. Hunter, Mrs. Lamb, Miss White, Mrs. Platt, Mrs. Gask, Mr. G.P. Lammer, Mr. Causey, Mr. R.E. White, Mr. J.W. White and others. The booking is at Messrs. Lane and Crawford's.

THE HAMPSHIRE.

China Squadron's New Flagship.

As has been already announced, says the "L and C Express," the cruiser Hampshire has been ordered to relieve the armoured cruiser Defence, flagship of the China Squadron. The Hampshire is one of the improved County class under the programme of 1901-2. She was built at Elswick in 1902-3, measures 450 ft. in length, with a beam of 68 ft., a draught of 23 ft., and a displacement of 10,700 tons, so that she is much smaller than the Defence. A complete belt of 2 to 6 in. armour encircles her water-line.

The barbettes in which the heavy guns are mounted and the casemates of the smaller guns are heavily armoured, as are also the bulkheads, and the conning tower, from which the ship is controlled in action, is armoured to a depth of 10 in. Inside are the numerous electric wires and telephones, which run to all fighting and directing parts of the ship. The armament includes four 7.5-in. guns, six 6-in. guns—the former in the barbettes and the latter in the casemates—two 12 pounders, seventeen 3 pounders, eight 1 pounders, and two Maxims.

The torpedo equipment includes two 18-in. tubes. Under a steel protective lower deck the machinery, magazine, and other vital parts are placed. The deck is 2 in. thick and the main deck 1½ in. to 1½ in. thick, and under these the engines and boilers are safely ensconced. The boilers are of the Yarrow type and 17 in number. The engines include two sets of triple expansion type, and at her speed trials she ran off 23½ knots. A glance will show that the China Squadron will lose by the transaction, as the Hampshire is smaller by nearly 500 tons.

LAWYER ON AGE.

Are Men any use over Forty?

A man was charged before Mr. C. D. Melbourne, at the Police Court, this morning, with being in unlawful possession of a revolver.

Mr. R. C. Faithful appeared for the defence.

His Worship said the defendant had stated that a man had given it him.

Mr. Faithful:—It is no use a man instructing me to come here and plead for him if he pleads guilty. He pleads not guilty.

His Worship:—Very well tell him to plead not guilty.

Defendant said he was given a parcel to carry to the On Lee. He did not know the parcel contained a revolver. A man named Wong Hing gave him the parcel and said it was money. He was asked to return the parcel to him when he got on board. A man named Lam Kwong was close to him at the time he was given the instructions and could hear everything.

Mr. Faithful said the parcel was given him to carry by another man and he would call a witness to prove that defendant was to take it on board the "On Lee." He happened to put it in his pocket—it was only a very small one, and it might have been a knife. "We had a case yesterday where a knife was called a chopper and knives must be of varying sizes in this Colony. In the Pokfulam murder case it was stated that a man was killed with a chopper and it was afterwards found to be a knife that was used."

Defendant said the man who gave it to him was an old man over forty.

Mr. Faithful:—Yes, all men over forty are considered old men and are considered useless. (Laughter). They are supposed to have no brain, and one man in America suggests they should be put in the lethal chamber (more laughter). Was he an old man like me?

Defendant:—Yes, an old man, older than you; he was over forty (loud laughter).

A witness said the parcel bore the appearance of a packet of subsidiary coins. He heard the man say it was money.

Defendant was fined \$25, and the revolver ordered to be forfeited.

CHURCH SERVICES.

St. John's Cathedral, Hong-kong.—Septuagesima Sunday, January, 19th. Holy Communion, 8.15 a.m.; Matins, 11 a.m. (Full Choir). Responses: Ferial; Psalms: of the 19th morning (11); Te Deum: Dykes in F.; Jubilate: Barnby in F. (26th evening); Anthem: "Arise, Shine," Elvey, Holy Communion, 11.45 a.m.; Kyrie: Somerville in F. minor; Hymns: 83, 224, Evensong, 5.45 p.m. Responses Ferial; Psalms: of the 19th evening (1); Magnificat: Smart; Nunc Dimittis: Barnby in F. minor (26th evening); Hymns: 189, 210, 31.

Union Church, Kennedy Road, Minister, Rev. C. H. Hickling, 11 a.m., Worship, Hymns 373, 255 (1), and 289; Psalm 123 (Arnold); Anthem, Subject, "Womanly Woman," 4 p.m. Children's Service, 6 p.m. Worship, Hymns, 437, 509, 132, 100, and 158. Picture Sermon.

St. Andrew's Church, Kowloon. Sunday, 19th January, 1913. The Second Sunday after the Epiphany. Matins, Responses, Ferial; Psalms, Hymns, Lutes, Maesburen; Te Deum, Woodward, Smart, Turle; Jubilate, Goodson; Hymns, 134, 320, and 256; Kyrie, Mendelssohn; Evensong.—Hymn, 200; Responses, Ferial; Psalms, Fussell, Battisbill in D; Battisbill in G; Psalm 100 and 101; Magnificat, Barnby; Nunc Dimittis, Felton; Hymns 104, 108, and 27. Vesper Hymn.

Captain Moore. Captain C. D. H. Moore, Royal Warwickshire Regiment, who has been selected for the appointment of D.A.A. and Q.M.G., South China, has been associated with the Royal Warwickshire since May, 1898, was adjutant of his battalion 1901-04 and got his company in the first-named year. He served with the Warwickshire in the South African war and took part in the operations of 1900-02 in the Orange Free State, Transvaal, Orange River Colony (Queen's medal with four clasps).

LOCAL SPORT.

FOOTBALL.

Second Division League Table.

P.	W.	L.	D.	Pts.
88th Co. R.G.A.	10	6	1	3 15
St. Joseph's	9	5	1	3 13
Police	8	5	1	2 12
87th Co. R.G.A.	9	5	3	1 11
Diocesan	9	3	5	1 7
83rd Co. R.G.A.	7	2	4	1 5
Sub-Marines	6	1	2	3 5
V.R.C.	8	0	8	0 0

A win—2 points.

A draw—1 point.

BASEBALL.

The list of players in the base ball match between the S.S. Piscatagua nine, and the Hongkong team to-morrow afternoon at Happy Valley, is as follows:—

The Hongkong Team:—Wheeler, 1st B., Goode, 2nd B., Jan, 3rd B., June, S.S., Smith, L.F., Arshaw, R.F., Lee, C.F., Lo Che, C., Sharpe, P., with Sharrow and Hamilton as substitutes.

The Piscatagua will put Buck in as 1st B., Knight, 2nd B., Mills, 3rd B., Trivnan, S.S., Graham L.F., Williams R.F., Kraus C.F., Clem C., Hayes as Pitcher, and Ball, Ford and Brown as substitutes.

The game is called for 2.30 p.m.

FREIGHT CIRCULAR.

Messrs Lamko and Rogge's freight circular dated 18th Jan., states:—The market during the interval under review has again been fairly active, the business being chiefly represented by fixtures for Coal requirements from Hongkong and Port Courbet owing to the keen demand for tonnage to load before the mines close down for the Chinese New Year Holiday.

The North also reports that though this is usually considered the "dull season," the liners are pretty well occupied with their regular trades, coal tonnage requirements in various directions being left unfilled on accounts of the scarcity of vessels.

Saigon/Hongkong.—Occasional chartering orders have already come forward resulting in the fixture of a few "outsiders" at 21.22 cents per picul, all for prompt loading. Rice exports from 1st of January to 31st of December last year amounted to 550,955 tons as compared with a total of 651,917 tons during the previous year. Quotation stands for February shipment \$4.87 per picul f.o.b. Saigon.

New Crop.—It is reported that the New Crop is likely to yield from 900,000 to 1,100,000 tons available for export, which would be a good crop as compared with the last two years.

Saigon/Philippines.—From the little enquiry after tonnage early in the fortnight two charters have transpired, after which no further tonnage was placeable.

Saigon/Java.—The orders for tonnage for February/March loading, already mentioned in our last issue, are still unfilled.

Bangkok, Hongkong.—The rush for prompt tonnage has eased off, since sufficient liners have been brought into position to meet the demand.—We hear of the S.S. "Produce" 734 tons Net Reg. having obtained a rate as high as 65 cents per picul on the berth.

Salt Trade.—To carry salt from Pharrang Bay to Hongkong a charter was done at \$3.15 per ton, and from Quinhon to Hongkong and Macao a vessel was taken upon time-charter basis.

Time-Charter.—A few further fixtures are on record at splendid rates, namely Germ. S. S. "Marie" 1160 tons Net reg. 12 months at \$11,000, Norw. S. S. "Anna" 1090 tons Net reg. and Norw. S.S. "Komor" 240 tons Net reg. both recharter, Private terms.

Coal Freight from Japan have been rather quiet owing to the continual decline in stocks at shipping ports; in fact it is difficult for the output in Japan now to keep pace with the strong demand as large shipments have been going forward to the Philippines, the Straits and India.

Fixtures Reported:—Wakamatsu/Swallow at \$3.10 per ton. Sales.—The Brit. S.S. "Aka" 542 tons gross reg. and the Brit. S.S. "Corinthia" 3688 tons Gross reg. are reported sold to Japanese buyers and the Russ. S.S. "Ernak" 2084 tons Gross reg. and Russ. S.S. "Adelaide" 5898 tons Gross reg. to Shanghai.

WHITE SLAVE ACT.

Suppression Law Now in Force.

By commission the Criminal Law Amendment Bill, more familiarly known as the White Slave Traffic Bill, received the Royal Assent in the House of Lords to-day, says The "Evening Standard" of December 12, and immediately the Lord Commissioner cried the ancient formula, "Le Roi le veut," the new Act came into force.

It is usual to postdate the operation of an Act for some little time, but in the case of the White Slave Act it was felt that the sooner this measure for the suppression of the most evil sore in our civilisation came into force the better it would be for the cleanliness of our country. England will be all the sweeter for the Criminal Law Amendment Act.

The new Act has already accomplished a great deal, for the discussions which have attended its passage through Parliament have opened the eyes of the public to the extent of the dark and cruel wrongs which are inflicted upon women by the scoundrels engaged in this horrible trade. And public opinion has developed a strong demand for the eradication of the obscene evils which exist partially concealed in our national life.

A Pitiful Story.

The origin of the movement for the suppression of the white slave traffic is to be found in the pitiful story of a Southampton girl. The most pathetic side of the work of the National Vigilance Committee has been that of the missing daughter. How common that story is no one who is not closely in touch with the work can over realise. The National Vigilance Committee has had hundreds upon hundreds of cases.

When Canon Wilberforce had a charge in Southampton his wife took a keen interest in young women. One day a sobbing mother came to Mrs. Wilberforce with the news that her daughter had disappeared. The facts were put before Mr. W. A. Coote, who, after great pains, succeeded in tracing the girl to a Continental city. He found she had been engaged at a cafe chantant, and from there he finally tracked her to a hospital, where he heard her pitiful story of promises broken and wrong inflicted. It was while listening to her terrible story of deception and fraud that he realised the hideous character of the white slave traffic, and embarked on the campaign which has culminated in the Act which came in force to-day.

International Agreement.

Nor must one forget the noble work of Mrs. Josephine Butler, Miss Ellice Hopkins, and many others who have worked unflinchingly for the purification of our national life. Englishmen and Englishwomen have taken the lead in this work, and to their efforts is due the international agreement for the suppression of the white slave traffic signed and ratified by the diplomatic representatives of thirteen countries.

Every great nation in Europe is now endeavouring to stamp out this nefarious trade, and many royal and distinguished personages are taking a leading part in the work. The Crown Princess of Sweden is president of the National Vigilance Committee of her country. H.R.H. the Duchess of Albany is one of the chief officials in the international movement. Princess Ferdinand von Bayern and H.S.H. Princess d'Erbach-Schomberg are the leaders of the German suppression organisation; and H.R.H. the Infanta Isabella is President of the Spanish National Committee.

The Net Closing.

Gradually the rascals who are engaged in the traffic are being routed from the countries which have been their hunting grounds. As the circle of their hideous activities became circumscribed in Europe the lot of themselves and their victims to South America and Egypt. Now the Argentine, Brazil, and Egypt have joined the suppression movement, and in these countries the traffickers run great risk of capture and heavy punishments. These cowardly scoundrels value their skins highly, and in consequence they are giving Egypt and Buenos Ayres a wide berth.

M. WEINBERG & CO.

14, NEW BOND ST.

LONDON, W.

MAHALLA No. 1

SPECIALS No. 1

SPECIALS No. 2

High Class Turkish Cigarettes.

AS SUPPLIED TO THE ROYAL FAMILY.

SOLE AGENTS:

KRUSE & CO.

OLYMPIC GAMES.

The Chinese Team for Manila.

Mr. Mohler of the Chinese Y.M.C.A. gave a "Telegraph" representative this morning some interesting information as to the Chinese team which will represent China in the Olympiad to be held in Manila during the Carnival next month. Three men are going from Canton, entering for the pole vault, the long jump, the 440 yards and the 220 yards races.

Kwok Sai Yan from Hongkong is fancied as a short distance runner doing well in the 100, 220 and 440 yards, while Dyer is good at the half mile and longer distances. The third runner is Cheung Yu Pai who is a fine five mile man. These three go to Manila with experience behind them, having taken part in the sports in the 1910 Exposition.

A strong football eleven, under the captaincy of Fung Kai Ming, will also be sent, while two of Hongkong's finest Chinese tennis players, Wei Wing Lok, son of the Hon Mr. Wei Yuk, and Wong P' Kie also take the trip. These men have represented the Chinese Y.M.C.A. in tennis. James Lam and George Lee will take part in the winning contests, while these two and A.E. Moyling will figure in the cycling events.

Shanghai are sending down thirty men, sprinters, weight throwers and pole vaulters.

HONGKONG YARN MARKET.

Messrs Polisswalla and Kotwall report:—

During the past fortnight our market has been decidedly quiet. What with the near approach of the Chinese New Year and the decline in American Cotton, the dealers do not feel disposed to commit themselves to any large extent. Consequently, the total sales are quite small, being about 3,000 bales, consisting mostly of No. 10s for the Yunnan market. Prices, however, remain steady, as importers are looking to Bombay for their guidance, where prices are higher than locally. Closing tone, quiet but steady.

Total Sales 3,100 bales. Unsold Stocks 15,000 bales. Sold but un-delivered in the godown and to arrive 37,000 bales.

Arrivals.—The Mail Steamer "India," and extra Steamers "Capri," "Vorwarts," and "Sanuki Maru" from Bombay, and Steamer "Apar" from Calcutta have brought in 10,358 bales for Hongkong, and 10,430 bales for Shanghai. Shipments from Hongkong to Shanghai, and coast ports &c. 2,000 bales.

Local Mill.—Some 500 bales of 12s at \$135 were placed on this market.

Shanghai.—A moderate business is reported.

Japanese Yarn.—No sales; stocks very meagre.

Raw Cotton.—Bengal no stock. Chinese.—About 175 (small) bales have been sold at \$32 to \$34 quotation Bengal at \$28 to \$31 Chinese at \$32 to \$34.5 per picul.

THE PATHFINDER.

We understand that the contract for the overhauling of the U. S. S. geodetic survey ship Pathfinder has been secured by the Taikoo Dock Company, and that work is to be begun on the vessel at once. The overhauling includes the taking out of the Pathfinder's present decks and replacing them with new ones from stern to stern, repairs to the engines, scraping, painting, and other lesser details.

The work will probably be completed in two months.

DON'T FORGET.

To-Night.
Boxing Theatre Royal.
Bijou Theatre.
Sunday, Jan. 19.
Hughes Musical Co. Victoria Theatre.

To day's Advertisements

CANADIAN PACIFIC RAILWAY COMPANY'S ROYAL MAIL STEAMSHIP LINE.

NOTICE TO CONSIGNEES.

THE R.M.S. Steamship

EMPEROR OF JAPAN.
The above mentioned steamer having arrived from Vancouver, Victoria and Japan Ports, Consignees of cargo are hereby notified that their goods, with the exception of the coal, treasure and valuables, are being landed and placed in their risk in the Hongkong and Kowloon Wharf and Godown Co., Ltd., Kowloon. Godowns, where delivery can be obtained.

Goods on hand after the 24th Jan., will be subject to rent.
No Fire Insurance will be effected.
All damaged packing is to be left in the Godowns and this Office notified, when arrangements will be made for examination.

No claims will be admitted after the goods have left the Godowns.
D. W. CRADDOCK,
General Traffic Agent.
Hongkong, 18th Jan., 1913. 1116

PACIFIC MAIL STEAMSHIP COMPANY.

The Steamship

"PERSIA."
FROM SAN FRANCISCO, JAPAN PORTS, AND HONGKAI

The above mentioned vessel having arrived Consignees of cargo are hereby notified to send in their Bills of lading to counter-sure and take immediate delivery of cargo from alongside, cargo impeding discharge will be landed immediately at consignees' risk and expense.

Cargo remaining on board after TUESDAY Jan. 21st, 1913, at noon will be landed at consignees' risk and expense.

Cargo remaining undelivered MONDAY Jan. 27th, 1913, at noon will be subject to landing and storage charges. No fire insurance whatever will be effected.

All claims and otherwise damaged cargo will be examined at the above Company's godown Feb. 26th, 1913, at 10 a.m.

No claims will be entertained unless accompanied by short delivery note or list of exceptions taken at time of delivery to consignees and sign for and on behalf of the Pacific Mail S.S. Co.

All claims must be filed on or before Feb. 20th 1913, otherwise they will not be recognized.
FRED J. FALTON,
Agent.
Hongkong, 14th Jan. 1913. 1117

DAIRY FARM NEWS.

Now then—Variety is the spice of life, and a change of diet is good for all of us. We provided you with Sausage the finest in the land, now we have imported for your consumption, DIRECT from LONDON, KIPPERS, HADDOCKS, FILLETS.

Just landed and in prime Condition.

We have received from the NORTH

1,000

BRACE of PHEASANTS,
they are subject to your order.

WM. POWELL, LTD.

MILLINERY DEPARTMENT
NEW PARIS MODELS
IN PLAIN STYLES
MADE OF BEAUTIFULLY COLOURED
TUSCAN STRAW.
INSPECTION INVITED.

WM. POWELL, LIMITED.

LANE, CRAWFORD & CO.

DR. JAEGER'S GENTS' PURE WOOL

DRESSING GOWNS FROM \$18.00 EACH

MUFFLERS FROM \$1.00

GLOVES FROM \$2.00

JAEGER RUGS FROM \$10.00 EACH

LANE, CRAWFORD & CO.

THE R.M.S. Steamship

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FRED J. FALTON,
Agent.
Hongkong, 14th Jan. 1913. 1117

Hongkong, 14th Jan. 1913. 1117



"KING GEORGE IV" Scotch Whisky

Its world-wide popularity is due to its mature ripeness, soft refinement, and exquisite flavour.

One of the principal brands of

THE DISTILLERS COMPANY LIMITED,
EDINBURGH, SCOTLAND.

GANDE, PRICE & CO., LTD.

Wine Merchants.

12 Queen's Road Central, Hongkong.

Hongkong 26th December 1912

Shipping

CANADIAN PACIFIC RAILWAY
COMPANY'S.
ROYAL MAIL STEAMSHIP LINE.
"EMPEROR LINE."

Sailings from Hongkong and St. John, M. B.

"E. of Japan" ...	Feb. 8	"E. of Ireland" ...	Mar. 7
"Monteagle" ...	March 8	"E. of Ireland" ...	April 4

All steamers leave Hongkong at 7 A.M.
To Vancouver, B.C., calling at Shanghai, Nagasaki (through the Island Sea of Japan), Kobe, Yokohama and Victoria, B.C.
Passengers booked to all the principal ports in Canada, the United States and Europe, also around the world.
For further information, Maps, Guide Books, Rates of Passage and Freight, apply to—
D. W. Craddock, General Traffic Agent,
Corner Pedder Street and Praya (Opposite Blake Pier.)

INDO-CHINA STEAM
NAVIGATION CO., LTD.

(Projected Sailings from Hongkong—Subject to Alteration.)

SHANGHAI via SWATOW, KOONSHING... Sunday, 10th Jan., at daylight.
SINGAPORE, PENANG & CALOUTTA... KUMSANG... Monday, 20th Jan., at Noon.
SINGAPORE... FAUSANG... Wednesday, 22nd Jan., 3 P.M.
SHANGHAI... KWONGSANG... Thursday, 23rd Jan., 10 A.M.
SANDAKAN... MAUSANG... Friday, 24th Jan., 3 P.M.
MANILA... LOONGSANG... Saturday, 25th Jan., 2 P.M.

RETURN TOURS TO JAPAN (Occupying 24 days).
The steamers "Kumsang," "Namsang" and "Fookesang" leave about every 8 weeks for Shanghai and Japan returning via Kobe (Inland Sea) and Moji to Hongkong. Time occupied 20 days. This service is supplemented by the "Lainsang" and "Kumsang" leaving Hongkong at regular intervals for Moji and Kobe and returning thence direct to Hongkong. Time occupied 18 days.
These vessels have all modern improvements and are fitted throughout with Electric Light.
A daily qualified surgeon is also carried.
Steamers have superior accommodation for First-class Passengers, and are fitted throughout with Electric Light.

† Taking Cargo on Through Bills of Lading to Yangtze Ports, Cheloo, Tientsin, Dairen, Weihaiwei, Tsingtau.

For the Manila Carnival—Early in February, 1913.
A special reduced rate of \$50 for return passengers by sea. To sail on January 28th will be issued for our sailings to Manila during the carnival, available for 30 days from date of issue. Passengers taking out these tickets are exempt from the Head Tax.
For Freight or Passage, apply to JARDINE MATHESON & CO., LD.
Telephone No. 215.

THE ROYAL MAIL STEAM
PACKET COMPANY
"SHIRE" LINE SERVICE

PROJECTED SAILINGS FROM HONGKONG.
(Subject to Alteration.)

For	Steamer	Date of Departure
LONDON, ROTTERDAM & ANTWERP	MONMOUTHSHIRE	21st Jan.
LONDON & ANTWERP	PP "KOKESHIRE"	4th Feb.
SHANGHAI, KOBE & YOKOHAMA	DEN OF CROMBIE	10th Feb.
LONDON & ANTWERP	CARMARTHENSHIRE	1st Mar.
SHANGHAI, KOBE & YOKOHAMA	DEN OF GLAMIS	10th March.

* Does not carry Passengers.
These steamers have superior accommodation for a limited number of First Class Passengers. Cabins are situated amidships, and are fitted with electric light and fans. Attention is particularly directed to the moderate fares charged.
For Freight or Passage, apply to JARDINE, MATHESON & CO., LD., AGENTS.

HONGKONG, CANTON, MACAO,
AND
WEST RIVER STEAMERS.

JOINT SERVICE OF
THE HONGKONG, CANTON AND MACAO STEAMBOAT CO., LTD.,
AND THE CHINA NAVIGATION CO., LTD.,
HONGKONG-CANTON LINE.

HONGKONG TO CANTON CANTON TO HONGKONG
SATURDAY, 18th JANUARY.
10.00 p.m. "KINSHAN" 5.00 p.m. "FATSHAN."

SUNDAY, 19th JANUARY.
10.00 p.m. "FATSHAN" 4.00 p.m. "KINSHAN."
These steamers, carrying His Majesty's Mails, are the largest and fastest on the River. Special attention is drawn to the Superior Saloon and Cabin. Electric Fan in each Cabin.

HONGKONG-MACAO LINE.
S.S. "SUI TAI" Tons 1851. S.S. "SUI AN" Tons 1851
HONGKONG TO MACAO.

Week days at 8 A.M. & 2 P.M. from the Company's Wing Lok Street Wharf. Sunday at 9 A.M. & 12.30 P.M. from the Company's Wing Lok Street Wharf.

MACAO TO HONGKONG.
Week days at 7.30 A.M. & 2 P.M. Sunday, at 7.30 A.M. and 5 P.M.

EXCURSION TO MACAO
SUNDAY, 19th JANUARY.

The Company's Steamship, "SUI AN,"

will depart from the Company's WING LOK STREET WHARF at 9 A.M. and return from Macao at 5 P.M.

N.B.—The Company will also run a steamer from Macao on Sunday morning at 7.30 A.M. and from Hongkong at 12.30 P.M. from the Company's WING LOK STREET WHARF.

This steamer connects with the excursion steamer returning from Macao at 5 P.M.

FARES AS USUAL.
Further particulars may be obtained at the Office of the Company.

CANTON-MACAO LINE.
S.S. HOI-SANG, 457 Tons.

Departures from Macao to Canton on Mon., Wednes., & Fri., at 9 P.M.
Departures from Canton to Macao on Tues., Thurs., & Satur., at 4.30 P.M.

JOINT SERVICE OF
HONGKONG, CANTON AND MACAO STEAMBOAT CO., LTD., THE CHINA NAVIGATION COMPANY, LTD., AND THE INDO-CHINA STEAM NAVIGATION COMPANY, LTD.

CANTON-WUCHOW LINE.
S.S. "SAINAM," 588 Tons, and "NANNING," 589 Tons.

One of the above steamers leaves Canton for Wuchow every Monday, Wednesday and Friday at about 8 A.M., and the other leaves Wuchow for Canton on the same days at 5.30 A.M. Round trips take about 5 days. Passengers can return to Hongkong or vice versa by the Company's direct steamers "LINTAN" and "SANUL." These vessels have superior Cabin accommodation and are lighted throughout by electricity. Electric Fan in each Cabin.

Booking Office open daily (Sunday excepted) 9 A.M. to 5 P.M.
Further particulars may be obtained at the Office of the

HONGKONG, CANTON & MACAO STEAMBOAT COMPANY, LIMITED.

HOTEL YAU YUEN (FIRE) FLO. BY

Opposite the Blue Pier.

Shipping

NIPPON YUSEN KAISHA

(THE JAPAN MAIL STEAMSHIP CO.)



PROJECTED SAILINGS FROM HONGKONG—
SUBJECT TO ALTERATION

Destination.	Steamers and Displacement	Sailing Dates
SHANGHAI, KOBE & YOKOHAMA	JINSEN MARU Capt. M. Machida T. 6,000	MONDAY, 17th January.
BOMBAY via Singapore and Colombo	RANGOON MARU Capt. Kamoshita T. 6,000	MONDAY, 20th January.
CA' CUTTA & ...	SHAKATA MARU Capt. H. Nomura T. 13,500	SATURDAY, 26th January.
AMERICA & ...	YOKOHAMA MARU Capt. K. Noda T. 12,500	TUESDAY, 28th Jan., at Noon.
	SINABA MARU Capt. S. Tomimaga T. 12,500	TUESDAY, 11th Feb., at Noon.
SHANGHAI, MOJI & KOBE	ITOTOMI MARU Capt. A. Mocher T. 5,000	WEDNESDAY, 29th January.
KOBE & YOKOHAMA	HITACHI MARU Capt. Y. Yamawaki T. 12,500	THURSDAY, 30th Jan., at 11 a.m.
HAWAII	MISHIMA MARU Capt. A. E. Mores T. 16,000	WEDNESDAY, 29th Jan., at daylight.
EUROPE & ...	KAGA MARU Capt. G. Tabata T. 12,500	WEDNESDAY, 12th Feb., at daylight.
YAKI, KOBE & YOKOHAMA	KUMANO MARU Capt. M. Winkler T. 9,300	WEDNESDAY, 12th Feb., at Noon.
AUSTRALIA & ...	KUMANO MARU Capt. M. Winkler T. 9,300	WEDNESDAY, 12th March, at daylight.

† Cargo only.

† Fitted with a system of wireless telegraphy.

PASSENGER SEASON FOR 1913.

Steamer.	Tons displacement.	Leaving H.K.
Mishima Maru	16,000	29th January.
Kaga Maru	12,500	12th February.
Atsuta Maru	16,000	26th February.
Hitachi Maru	13,000	12th March.
Miyasaki Maru	16,000	26th March.
Kilano Maru	16,000	9th April.
Iyo Maru	12,500	23rd April.
Hirano Maru	16,000	7th May.
Tango Maru	13,500	21st May.

Steamer.	Tons displacement.	Leaving H.K.
Inaba Maru	12,500	11th February.
Shidauka Maru	12,500	25th February.
Tamba Maru	12,500	11th March.
Awa Maru	12,500	25th March.
Sado Maru	12,500	4th April.
Yokohama Maru	12,500	22nd April.
Inaba Maru	12,500	6th May.
Shidauka Maru	12,500	20th May.

(Subject to change without notice.)

T. KUSUMOTO, Manager.

CHINA NAVIGATION
CO., LTD.

SAILINGS SUBJECT TO ALTERATION.

For	Steamers	To Sail
TSINGTAU & CHEFOO	"SHUNTEN"	26th Jan., 4 p.m.
MANILA, CEBU & ILOILO	"TAMING"	21st Jan., 4 p.m.
HAIPHONG	"SUNGKIANG"	22nd Jan., 10 a.m.
SHANGHAI	"CHENAN"	28th Jan., 4 p.m.
SHANGHAI	"LINAN"	25th Jan., Midnight.

This steamer has superior accommodation with Electric Light throughout and Electric Fan in Staterooms. A daily qualified Doctor is carried. Reduced Fares, Cargo booked through for all Australian, New Zealand and Tasmanian Ports.

DIRECT SAILING TO WEST RIVER, Twice Weekly.

S.S. "LINTAN" and S.S. "SANUL"

MAJILLA LINE—Twin Screw Steamers "Tean" and "Taming," saloon accommodation amidships; electric fans fitted; extra state-rooms on deck, aft. Saloon accommodation of S.S. "Kallong" is situated on deck, aft. Electric Fans fitted.

SHANGHAI LINE—FAST SCHEDULE TWIN-SCREW STEAMERS (Anhai, Chensan, Linan, Chihai)—with excellent passenger accommodation. Electric Light throughout and Electric Fans in the Staterooms and Dining Saloon, leave Hongkong for Shanghai direct every Thursday and Sunday, taking cargo on through Bills of Lading to all Yangtze and Northern China Ports.

N.B.—Passengers must embark before midnight on Saturday for the Sunday morning sailings. A Company's launch leaves Murray Pier at 10 o'clock every Saturday night.

These steamers land passengers in Shanghai, avoiding the inconvenience of transshipment at Woosung.

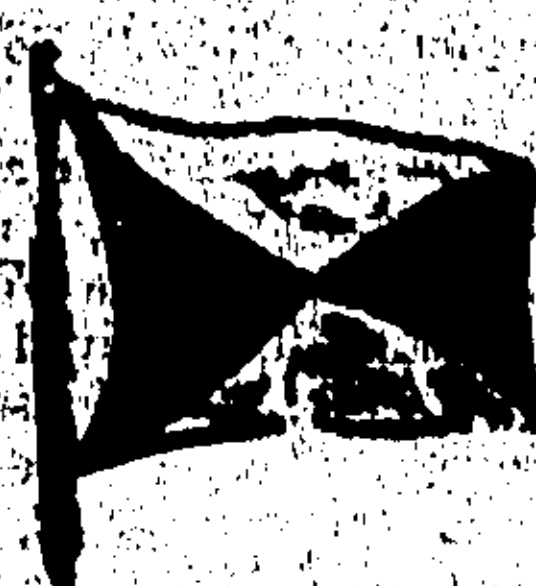
Reduced Fares:—Single \$45. Return \$75.

For Freight or Passage apply to

Telephone No. 38.
Hongkong, 17th January, 1913.

ATTERFIELD & SWINE.

Shipping

HONGKONG—
PHILIPPINES.PHILIPPINES
STEAMSHIP CO.

Steamship.	Tons.	Captain.	For	Sailing Date.
RUBI	4000	J. Miller	Manila, Mangarin, Iloilo and Cebu.	SATURDAY, 26th Jan., 4 p.m.
ZAPIRO	4000	F. S. MacMurray	Manila, Mangarin, Iloilo and Cebu.	WEDNESDAY, 5th Feb., 4 p.m.

AMERICAN ASIATIC STEAMSHIP COMPANY.
NEW YORK, PHILIPPINES, CHINA, JAPAN, LTO.
Philippine Canal Feb. 1 to 3 1913.

For sailing on Jan. 25, special reduced rate, HONGKONG-MANILA & return \$50.00. Return tickets are available for one month from date of issue.
No Poll tax.
For Freight or Passage apply to

SHEWAN TOMES & CO.
GENERAL MANAGERS

Hongkong 16th January, 1913.

JAVA-CHINA-JAPAN
LIJN.

Regular Fortnightly Service between
JAVA, CHINA and JAPAN.

Steamer From Expected on or about For Will leave on or about

Jilind	JAVA	2nd half Jan.	JAVA	2nd half Jan.
Jibodas	JAVA	2nd half Jan.	SHANGHAI	2nd half Jan.
Jitaroom	JAPAN	2nd half Jan.	JAVA	2nd half Jan.
Jiliwong	JAVA	2nd half Jan.	JAPAN	2nd half Jan.
Jilatlap	JAVA	2nd half Jan.	JAPAN	2nd half Jan.
Jimahi	JAPAN	1st half Feb.	JAVA	1st half Feb.
Jimantak	JAVA	1st half Feb.	JAPAN	1st half Feb.
Jipanas	JAVA	1st half Feb.	SHANGHAI	1st half Feb.

The steamers are all fitted throughout with Electric Light, and have accommodation for a limited number of saloon passengers, and will take cargo all Ports in Netherlands-India on through B/L.
For particulars of Freight and Passage, apply to the
JAVA-CHINA-JAPAN LIJN,
York Building.

Telephone No. 375.

TOYO KISEN KAISHA

Imperial Japanese Trans-Pacific Mail Line.

SAN FRANCISCO LINE

Connecting with the Western Pacific Railway at San Francisco to all points in the United States and Canada and with Trans-Atlantic Lines to Europe.

PROPOSED SAILING FROM HONGKONG. (Subject to alteration).
Steamer Tons Captain Date of sailing

S.S. "Shinyo Maru"	22,000	H. S. Smith	Feb. 11th, Noon.
S.S. "Chiyo Maru"	22,000	W. W. Greene	Mar. 11th, Noon.
S.S. "Nippon Maru"	11,000	A. V. Stevens	April 1st, Noon.

These steamers are equipped with Turbine Engines and Triple Screw. All steamers carry Japanese Government wireless telegraph and post office. The steamer "Tenyo Maru" will be dispatched for SAN FRANCISCO via SHANGHAI, NAGASAKI, KOBE, YOKOHAMA and HONOLULU on FRIDAY, the 17th January, at Noon.

INTERMEDIATE SERVICE.
The twin screw steamer "Nippon Maru" will be dispatched for SAN FRANCISCO via SHANGHAI, NAGASAKI, KOBE, YOKOHAMA & HONOLULU on TUESDAY, the 1st April, 1913, at Noon.

SOUTH AMERICAN LINE.

In connection with the National Railway of Mexico at Manzanillo and the Tehuantepec National Railway at Salina Cruz.

Only Regular Direct Service to Mexican, Chilean and Peruvian Ports.

PROPOSED SAILINGS FROM HONGKONG (Subject to alteration).
Steamer Tons Date of sailing

Kiyo Maru	17,200	Saturday, February 1, Noon 1913.
Suyo Maru	10,500	Thursday, April 8, Noon 1913.
Hongkong Maru	11,000	Wednesday, June 4, Noon.

For Further Particulars as to Passage and Freight, apply to
S. MORIMOTO, Agent,
(KING'S BUILDING Opposite Blake Pier.)

"THE BIG" 4 OF THE
PACIFIC MAIL S.S. CO.

MONGOLIA	MANCHURIA	KOREA	SIBERIA
17,000 tons, twin screws.	17,000 tons, twin screws.	18,000 tons, twin screws.	18,000 tons, twin screws.
Also 11,000 tons, China, 10,000 tons, and Persia, 9,000 tons.			

From Hongkong calling at Shanghai, Nagasaki, Kobe (Via Inland Sea), Yokohama and Honolulu (The Paradise of the Pacific). Through Service to New York to Europe.

SOME FEATURES OF SERVICE.

Lights, Fans, Swimming Tank, Band, Cuisine, Games, Amusements, Wireless, Submarine Signal Service, and Bilge Keels.

THE COST is reduced by its unrivalled opportunities, and by any other route.

For return ticket to London the cost is but £40, including berth and meals across America to San Francisco via Japan and Honolulu the cost is £45.

For the INTERMEDIATE SERVICE First Class accommodations are provided for 4 to London (return ticket \$20) and to San Francisco.

SPECIAL RATES to officers, Army, Navy, Consular or Civil Service.

Steamers: Persia 18,000 Tons Starting Jan. 28th at 1 p.m.

Korea 18,000 " " Feb. 4th at 1 p.m.

Siberia 18,000 " " Feb. 18th at 1 p.m.

China 18,000 " " Feb. 25th at 3 p.m.

Passengers holding through Tickets have the privilege of travelling by train between Kobe and Yokohama, free of charge.

HONGKONG-MANILA SERVICE.

From HONGKONG. From MANILA.

Leave Hongkong. Arrive Manila. Leave Manila. Arrive Hongkong.

Feb. 25 CHINA Feb. 27 Feb. 21 MANCHURIA Feb. 28

Mar. 18 NILE Mar. 21 Mar. 8 NILE Mar. 10

Apr. 15 PERSIA Apr. 17 Mar. 16 MONGOLIA Mar. 18

May 13 CHINA May 15 Apr. 5 PERSIA Apr. 7

* Intermediate Steamers.

LET US PLAN AN ITINERARY FOR YOU

King's Building (Opp. Blake Pier). FRED J. HALTON. Telephone No. 141

Hongkong, 6th September, 1912. Agent, Trans-Pacific International Expedition San Francisco-1913.

Hongkong, 14 May, 1911.

Hongkong, 26th May, 1913.

Hongkong, 14 May, 1911.

Hongkong, 26th May, 1913.

LOG BOOK.

Dairen Steamship Co.

The Dairen Steamship Co., which was to be opened to business on New Year's Day, has postponed its opening to the 20th inst. According to the Proprietor of the Company, it has decided to place an order next month for a steamer of 2,000 ton class.

Ready for Service Again.
The Philippine coast survey boat Marinduque, long known as the hoodoo vessel of the Bureau of Navigation, was finally launched at the bureau slipways at Manila on January 10 after a series of accidents. The Marinduque went on the rocks near Palawan during the typhoon in the end of November and was brought to Manila for repairs. She went on bureau slipways and had a new keel put in and a good part of her bottom repaired. This occupied about five weeks. She was then launched in order to shift her to finish cooping her bottom. She was put back on the slipways to complete the job and when she was ready to be launched again she jumped the track. The bureau employees have been working on her night and day since and at high tide on the 10th inst. they succeeded in getting her off the slipway. She will now resume her survey work.

Liverpool Dock Trade.
Liverpool is well on the way towards achieving a trade total of £1,000,000 for every day of the past year—£335,000,000 in all. It is not certain yet and cannot be until well on in the present year, when all bills are paid and all returns are in. But this colossal trading figure, it is believed, cannot be very far distant. The total of products passing through Liverpool in 1911 exceeded £338,000,000. It is patent already that there have been big increases in certain of the chief imports and exports of the port, and the prospect of trade of £1,000,000 a day is now far better than a mere sporting chance. One thing alone tends to keep Liverpool back, and that is her capacity as a port for an effectual handling of the vast traffic now coming to her, says the "Daily Mail."

The crowding of Liverpool has never been so acute as now; about the docks, as a leading citizen remarked, there is a "reign of absolute anarchy." The Chamber of Commerce and the leading men of the town are very concerned about it. "We must devise some means," they argue, "for clearing our traffic more quickly or we shall have boats choosing other ports rather than put up with the delay."

Chino-Siam S.N. Co.—General Meeting.
A largely attended meeting of the Chino-Siam Steam Navigation Co., Ltd. was held at the offices of the Company on December 25 at Bangkok. The meeting was to an extent the outcome of the recent decision of the Dika Court in the famous dispute between the two sets of directors, in which it was held that the election at the meeting of rather more than twelve months ago could not stand, and the positions of directors had still to be filled. The meeting, conducted partly in Siamese and partly in Chinese, lasted about an hour and a half, but was not of a stormy character. The solicitors of the rival parties were not present. At the outset it was proposed that the chair should be taken by Mr. Yong Seng Kiew, the representative of the Canton Government, who is still in Bangkok in connection with the Company's affairs. This was opposed on the ground that although Mr. Yong Seng Kiew did hold shares in the Company they had only recently been transferred to him, and it was hardly fitting that he should preside. Chensan Hong was then elected Chairman. It was decided to record the record of the resolutions passed at the previous meeting, but all the business then done was eventually confirmed with the exception of the matter of the election of directors, which was deferred to a future meeting. All the other officers of the Company were re-elected. The directors Chensan Hong, Hon Kim Hui, and Chensan Sun retain their positions in any case.

Full Board \$45.00 per month. Passengers for 30 meals \$30.00. Steamer and only best Maat and ALEXANDRA, CATY CO.

Shipping

HAMBURG-AMERIKA
LINIE.

IN CONJUNCTION WITH
Deutsche Dampfschiffahrts Gesellschaft "HANSA."

EAST ASIATIC SERVICE,
Regular Sailings from JAPAN, CHINA and PHILIPPINES
via STRAITS and COLOMBO,
to

Marseilles, Havre, Bremen and Hamburg and New York.
And from Hongkong, Manila and Japan to Vancouver (B.C.) and Portland (Or.)

Taking Cargo at Through rates to all European North Continental and British Ports, also Trieste, Lisbon, Oporto, Genoa, and other Mediterranean Levantine, Black Baltic Sea and
Ports, and all North and South American Ports.

Next Sailings from Hongkong:

OUTWARD.

For Shanghai, Kobe & Yokohama:

" O. J. D. AHLERS 11th Feb.

" SILESIA 15th Feb.

" SUEVIA 15th Feb.

" SPEZIA 26th Feb.

" SCANDIA 10th March.

" SITHONIA 23rd March.

HOMEWARD.

For Havre, Bremen & Hamburg:

S.S. ARMENIA 24th Jan.

For Rotterdam, Bremen & Hamburg:

S.S. FURST BULO 28th Jan.

For Havre, Bremen & Hamburg:

S.S. ALTMARK 5th Feb.

For Marseilles, Bremen, H. & Antwerp:

S.S. GOLDENFELS 10th Feb.

For Marseilles, Havre, Bremen & Hamburg:

S.S. BRISGAVIA 8th March.

For Bremen & Hamburg:

S.S. BELGRAVIA 15th March.

For Havre, Bremen & Hamburg:

S.S. O. J. D. AHLERS 16th March.

For Havre & Hamburg:

S.S. SILESIA 23rd March.

For Vancouver (B.C.) and Portland (Or.) S.S. SITHONIA 23rd March.

For Further Particulars, apply to

Hamburg-Amerika Linie,
Hongkong Office.

BRITISH INDIA S. N.
CO., LTD.

NEW FORTNIGHTLY SERVICE OF STEAMERS BETWEEN
KOBÉ, HONGKONG AND RANGOON.

WESTWARD.

The S.S. "UPADA" 6257 tons gross, Capt. Logan, will be despatched for SINGAPORE, PENANG and RANGOON on the 20th January 1913 at noon, and will be followed by the S.S. "FULTALA" 4154 tons gross, Capt. H. W. Tallent, sailing hence on or about the 7th February 1913 at noon, taking cargo at current rates.

EASTWARD.

The S.S. "FAZILKA" 4182 tons gross Captain Commaack, will be despatched for YOKOHAMA & KOBÉ on the 7th February, at noon, taking cargo and passengers at current rates.

For Freight or Passage, apply to

JARDINE, MATHESON & CO., LTD.,
AGENTS.

Telephone No. 215.
Hongkong, 17th January, 1913.

LOG BOOK.

Liner's Engine-Room Mishap.

A serious accident in mid-Atlantic was reported by the American liner St. Louis on arrival at Plymouth on December 9 with nearly a thousand passengers. On the previous Wednesday afternoon in stormy weather the piston of one of the cylinders broke away and was hurled to the engine-room skylight. In falling back it caused extensive damage. Temporary repairs were made, and the liner went on at reduced speed, losing between 70 and 80 knots a day.

S.S. "Fri." Sold to Messrs Chingkee and Co.

The Norwegian steamer Fri, 1376 tons, Capt. C. G. Wagle, owned by Messrs. Hørdersen & Co., has been purchased by Messrs. Chingkee & Co., of Chefoo, of which Mr. Chang-penohing is proprietor. She is now in port at Dairen and, after discharging 70 tons cement, etc., will be docked at the Kawasaki Dock, Dairen, in order to undergo a overhauling and repair of her hull. The Fri was built in 1900 by the Nylands Vaerkstad, Christiania, and has been in the China coast waters for more than ten years.

Bangkok Shipping in 1912.

The following is the total tonnage of foreign steamers and tank ships which have called at the port of Bangkok during the year of 1912:

Nationality	Steamers	Tonnage
German	228	224,121
Norwegian	106	134,697
British	68	52,537
Danish	13	28,591
Dutch	13	14,425
French	26	9,948
Chinese	7	6,440

Total 521,456,434

The biggest vessel in the port during the year was the Danish Motor-vessel, "Selandia" 3,271 net reg. tons, consigned to the East Asiatic Co., Ltd.

Famous Purser's Retirement.
The Lusitania left the Mersey for New York recently for the first time without Chief Purser Lancaster, who has retired. During the seventy-day voyage of

this liner Mr. Lancaster has watched over the needs and comforts of 189,295 passengers, and in the Lusitania alone he has travelled nearly half a million miles. In the course of his duties he has come in contact with a great number of the most prominent people of the day, and he is proud of his large collection of presents and autographed portraits. It is not too much to say that among Atlantic passengers few figures are better known than his. Mr. Lancaster, who first went to sea forty-four years ago, is one of the very few pursers who hold a master's certificate. This he gained in 1878, and he began his career with the Cunard Company in 1879, when he was appointed third officer of the s.s. Brest, running in the Mediterranean service. But defective eyesight put an end to his career "on deck."

A Floating Power Station.

A floating power station is a novelty not yet contemplated on this side of the Atlantic, says the "Times" of December 18, but in a paper entitled "An electrically-propelled fireproof passenger steamer," and read before the American Society of Naval Architects, it is suggested that when such a craft is employed merely for summer tourist traffic "the turbogenerator units may be utilized while the vessel is tied up in dock... delivering energy ashore for any desired purpose... during the idle season of eight months." This is a quaint specimen of the irrelevant thoughtfulness that frequently intrudes when the authors of technical papers take excessive pains to present catalogues of indeterminate advantages. If ships are to be driven electrically it will be because of saving in weight, space, or fuel, and simplicity of control. On these points the writers have nothing very new to communicate, and it is extraordinary that they should have selected as their example for amendment a big river steamer now equipped with an engine "believed to be from 60 to 80 years old." Their proposal is to build a similar ship equipped with two 2,000-h.p. turbo-generators

and propelled by means of three induction motors. Marine Engineering.
What appears to be a record in marine engineering has been created by Messrs. John Brown and Co., who during the present year have constructed machinery of 178,500 i.h.p. for seven vessels. So far as is known, there are not likely to be any figures this year to equal these. Engines of over 121,000 i.h.p. have been built by Messrs. Krupp for nine vessels, and the North-Eastern Marine Engineering Company constructed, in their Wallsend and Sunderland shops, machinery of over 129,000 i.h.p. for 80 merchant steamers. The highest figures for the world last year were those of the Vulcan Company, of Hamburg and Stettin, who constructed engines of 166,230 i.h.p. for ten vessels, and this year the highest Continental figure is likely to be that of the Schichau yards at Elbing and Danzig, where machinery of over 143,000 i.h.p. has been built. The Clydebank figures are accounted for by the fact that the firm have been exceedingly busy with warshipwork. They launched, and constructed the machinery for, the second-class cruiser Southampton; the torpedo-boat destroyer Hydra, and Acacia, and Aclon; the

VESSELS TAKING CARGO.

European Ports.

Destination.	Vessel's Name.	For Freight Apply To	To be Dispatched.
London and Antwerp	Monmouthshire	J. M. & Co.	21 Jan., about
London and Antwerp via Singapore, &c.	Novara	P. & O. Co.	22 Jan., about
Havre and Hamburg, &c.	Altmark	H. A. L.	6 February
Havre, Bremen and Hamburg, &c.	Brigavia	H. A. L.	8 March
Rotterdam, Bremen and Hamburg, &c.	Fuerst Buelow	H. A. L.	25 January
Mexico, Peruvian and Chili via Japan	Kiyo Maru	T. K. K.	1 February
Cape Ports via Mauritius	Dunerio	Bank Line	End of February
Copenhagen and Baltic Ports	Canton	A. N. & Co.	23 January
Marseilles	Goldenfels	H. A. L.	10 February
Trieste via Singapore, Penang & Colombo, &c.	Kociber	S. W. & Co.	19 January
Trieste, Fiume, Venice via Singapore, &c.	Vervwaerts	S. W. & Co.	1 Feb., about
Marseilles, London and Antwerp	Mishima Maru	N. Y. K.	29 January
Naples, Genoa, Algiers, Gibraltar, Southampton	Prinz Ludwig	M. & Co.	22 January

New York, San Francisco and Canada.

Boston and New York	Lovat	D & Co.	28 Jan., about
San Francisco via Shanghai and Japan, &c.	Persia	P. M. Co.	28 January
do do do	Korea	P. M. Co.	4 February
do do do	Indrwardi	J. M. & Co.	10 Jan., about
New York via Suez Canal	Mexico Maru	O. S. K.	5 February
Victoria, B.C., and Tacoma via Keolung, &c.	Seattle Maru	O. S. K.	23 January
Victoria, B.C., and Tacoma via Japan, &c.	Yokohama Maru	N. Y. K.	28 January
Vancouver	Monteagle	C. P. R. Co.	8 March
Vancouver via Shanghai and Japan, &c.	Empress of Japan	C. P. R. Co.	8 February
Vancouver B.C., and Portland (Or.)	Sithonia	H. A. L.	23 March

Australia.

Australian Ports via Manila	Coblentz	M. & Co.	25 January
do do do	Eastern	G. L. & Co.	1 February
do do do	Nikko Maru	N. Y. K.	12 February

Singapore, Coast Ports and Japan.

Batavia, Cheribon, Samarang, &c.	Tjitaroem	J. C. J. L.	Quick despatch
do do do	Tjimshi	J. C. J. L.	Quick despatch
Singapore, Penang and Calcutta	Dilwara	D. S. & Co.	21 January
Singapore, Penang, Rangoon and Calcutta	Hakata Maru	N. Y. K.	25 January
Bombay via Singapore and Colombo	Rangoon Maru	N. Y. K.	20 January
Kadut and Sandakan	Borneo	M. & Co.	20 January
Japan	Tjiliwong	J. C. J. L.	Quick despatch
Kobe and Yokohama	Hitaichi Maru	N. Y. K.	30 January
Nagasaki, Kobe and Yokohama	Kumano Maru	N. Y. K.	12 February
Yokohama and Kobe	Fazilka	J. M. & Co.	7 February
Yokohama and Kobe via Shanghai	E. F. Ferdinand	S. W. & Co.	1 Feb., about
Tsingtau and Chefoo	Shuntien	B. & S.	20 January
Anping and Takao via Swatow and Amoy	Soshu Maru	O. S. K.	22 January
Swatow	Haimun	D. L. & Co.	19 January
Swatow, Amoy and Foochow	Haitan	D. L. & Co.	21 January
do do do	Haiyang	D. L. & Co.	24 January
Manila	Loongsang	J. M. & Co.	25 January
Manila, Cebu and Iloilo	Taming	B. & S.	21 January
Manila, Mangarin, Iloilo and Cebu	Rabi	F. T. & Co.	25 January
Shanghai, Kobe and Yokohama	O. J. D. Ahlers	H. A. L.	11 February
do do do	Ville de la Ciotat	M. M. Co.	27 January
Tamsui via Swatow and Amoy	Daijin Maru	O. S. K.	19 January
Shanghai, Kobe and Yokohama	Den of Crombie	J. M. & Co.	10 Feb., about
Shanghai, Moji, Kobe and Yokohama	Somali	P. & O. Co.	23 Jan., about
Shanghai, Nagasaki, Kobe and Yokohama	Bremen	M. & Co.	23 Jan., about
Shanghai, Yokohama, Kobe and Moji	Yeddo	A. N. & Co.	27 January
Shanghai	Tjilatjap	J. C. J. L.	Quick despatch
do do do	Tjibodas	J. C. J. L.	Quick despatch
do do do	Tjikini	J. C. J. L.	Quick despatch
do do do	Bohemia	S. W. & Co.	29 January

To Sail

FOR CALOUTTA, PENANG,
AND SINGAPORE.

(Taking cargo on Through Bills of Lading to Rangoon, Madras, and Mauritius.)

THE Steamship

"DILWARA."

Capt. W. J. Bishop, will be despatched for the above ports on FRIDAY, the 21st inst., at 3 p.m.

For freight or passage, apply to

DAVID SASSOON & CO., LTD.,
Agents.

Hongkong, 17th Jan., 1913. [115]

large triple-screw steamer Niagara, for the Union Steamship Company of New Zealand's Pacific trade; and the Duke of Bedford's twin-screw yacht Sapphire, while they also supplied the machinery for the battle cruiser Queen Mary, which was launched at Jarrow in March. The horsepower, being so largely composed of turbines for high-speed war-vessels, is very large in proportion to the tonnage of the ships launched by the firm.

Officer's Salute.
Lieut. Barnes of the Warwickshire Regiment, on sick leave from India, was found in his bedroom on Christmas Day fatally shot.

To Sail

Regular Steamship Service

With Liberty to call at the Malabar Coast.

"REVISED SAILINGS FROM HONGKONG."

FOR BOSTON & NEW YORK.

S.S. "LOVAT" on or about 28th Jan.

For Freight and further information, apply to

DODWELL & CO., LTD.,
Agents.

Hongkong, 2nd Jan., 1913. [108]

"INDRA" LINE, LIMITED.

FROM NEW YORK VIA SUEZ CANAL.

(With liberty to call at the Malabar Coast)

THE Steamship

"INDRAWADI"

Capt. Charters, will be despatched as above on 10th February.

For Freight and Passage apply to

JARDINE, MATHESON & CO., LTD.,
Agents.

Hongkong, 6th Jan., 1913. [106]

MOVEMENTS OF
STEAMERS.VESSELS ADVERTISED TO
DEPART TO-MORROW.

For	Vessel
Swatow, Straits, Fochow,	Daijin-maru, Koerber, Haimun.

DEPART ON MONDAY.

For	Vessel
Fochow, Straits, Calcutta, Macao, Tsingtau, Japan,	Haiching, Upada, Kumsang, Sui Tai, Shuntien, Hokuto-maru.

VESSELS ADVERTISED TO
ARRIVE TO-MORROW.

From	Vessels
Shanghai, Shanghai,	Persia (P.M.), Koerber.

ARRIVE ON MONDAY.

From	Vessels
Moji, Mexico, Weihaiwei, Shanghai,	Dilwara, Kiyo-maru, Wingsang, Monmouthshire.

AMERICAN MAIL.

The P. M. s.s. Siberia, left San Francisco on the 9th inst., for Hongkong, via Honolulu, Japan ports and Manila.

The T. K. K. s.s. Shinyo Maru, left Honolulu for Yokohama on the 10th inst., where she is due on the 21st inst.

The T. K. K. s.s. Chiyo Maru, left Honolulu for San Francisco on the 10th inst., where she was due on the 16th inst.

The P. M. s.s. Manchuria, arrived at San Francisco on the 14th inst.

The P. M. s.s. Korea, has arrived at Yokohama and left that port between 10 o'clock and noon on the 15th inst., for Hongkong, via Manila. United States mails have been transferred at Yokohama to the s.s. Coblentz, due here on the 25th inst.

The P. M. s.s. China, sailed from San Francisco on the 17th inst., for Hongkong, via Honolulu, Japan Ports and Manila.

The P. M. s.s. Persia, has left Shanghai, and will be due at Hongkong on the 19th inst., between noon and 2.00 p.m. The Persia is carrying the American mail.

AUSTRALIAN MAIL.

The I. G. M. s.s. Prinz Sigismund, left Sydney on the 11th inst., at 11 a.m., and may be expected here on or about the 3rd February.

The E. and A. s.s. Aldenham, left Sydney on the 15th inst. for this port, via Queensland ports and Manila.

GERMAN MAIL.

The I. G. M. s.s. Bremen, carrying the German mails with dates from Berlin of the 25th ult., has left Colombo on the 13th inst., at a.m., and may be expected here on or about the 24th inst.

MERCHANT STEAMERS.

The I. C. S. N. s.s. Wingsang, from Weihaiwei, is due at Hongkong on the 20th inst.

The Shire Line s.s. Monmouthshire, from Shanghai, is due at Hongkong on the 20th inst. She leaves for Singapore and Europe on the 21st inst.

The Shire Line s.s. Den of Crombie, from London, is due at Hongkong on the 8th prox. She passed Canal on the 7th inst.

The T. K. K. s.s. Kiyo Maru, from South America and Mexico is expected to arrive at this port on the 20th inst., at daylight.

The s.s. Glenroy, left Singapore on the 16th inst., and is due here on or about the 22nd inst.

The s.s. Dilwara, from Shanghai and Kobe, left Moji on the 15th inst., afternoon, and may be expected here on or about the 20th inst., a.m.

The A. L. s.s. Koerber, left Shanghai for this port on the 16th inst., and will arrive here on the 19th inst., a.m.

The Ben Line s.s. Bengloe, from Leith and London left Singapore on the 13th inst., for Hongkong.

The Barber Line s.s. Shimosa, sailed from Sabang on the 14th inst., and is due here on or about 24th inst.

The T. K. K. s.s. Hongkong Maru, left Manzanillo for Salina Cruz, on the 13th inst., and was due there on the 16th inst.

The T. K. K. s.s. Bujo Maru, left Caliao for Salina Cruz on the 14th inst., and is due to arrive in Hongkong on the 20th March.

The O. S. K. s.s. Chicago Maru, which left Hongkong on the 27th November, arrived at Tacoma on the 27th ult., a.m.

The Swedish East Asiatic Co's s.s. Yeddo, left Suez on the 2nd inst., and is expected to arrive here on or about the 27th inst.

The s.s. Glenlogan, passed the Suez Canal on the 27th ult., for Hongkong via Straits.

The A. A. S. S. Co's s.s. Inverclyde, passed the Suez Canal on the 7th inst., and is due here on or about 5th prox.

The American & Oriental Line s.s. Jeseric, which left here on the 1st November for Boston and New York, arrived at the former port on the 9th inst.

VESSELS IN PORT.

Steamers.

Canton Maru, Jap. s.s., 1977, D. Murokami, 15th Jan.

Moji 8th Jan., Coal—M. B. G. K.

Chowtai, Ger. s.s., 1115, Reher, 15th Jan.—Bangkok 8th Jan., Rice—B. & S.

Daijin Maru, Jap. s.s., 900, D. Fuchigami, 15th Jan.—Tamsui, Amoy and Swatow 14th Jan., Gen.—O. S. K.

Fausang, Br. s.s., 1410, Malkin, 17th Jan.—Sourabaya 6th Jan., Sugar—J. M. & Co.

Haimun, Br. s.s., 641, J. W. Evans, 17th Jan.—Swatow 16th Jan., Gen.—D. L. & Co.

Hanyang, Br. s.s., 1205, Cogan, 14th Jan.—Saigon—9th Jan., Rice—B. & S.

Hokuto Maru, Jap. s.s., 3282, K. Nishikawa, 15th Jan.—Sourabaya 3rd Jan., Coal—D. & Co.

Hongkong, Fr. s.s., 743, A. Corneli, 6th Jan.—Baiphong and Pakhoi 4th Jan., Gen.—Marty.

Kaifong, Br. s.s., 1025, Stidford, 17th Jan.—Manila 14th Jan., Gen.—B. & S.

Kumsang, Br. s.s., 2077, Wheeler, 15th Jan.—Mojito 10th Jan., Gen.—J. M. & Co.

Kyodo Maru, Jap. s.s., 1218, S. Moplatki, 16th Jan.—Dairen 9th Jan., Coal—M. B. K.

Landrat Scheiff, Ger. s.s., 1012, A. Struve, 16th Jan.—Bangkok via Swatow 6th Jan., Rice—B. & Co.

Magellan, Fr. s.s., 5028, Charbounel, 16th Jan.—Marseilles 15th Dec., Gen.—M. M.

Mausang, Br. s.s., 1644, Corn

HOTEL LISTS.

Hongkong Hotel.

Adair, Mr. and Judah, Mrs. A. Mrs. N. E.

Almond, Mrs. Komor, S. Russell, Kruseman, A.

Aurely, G. Levey, A.

Barberini, E. T. Lloyd, G. T.

Bardwell, J. E. N. Mackenzie, A.

Baring, M. MacGregor, N.

Bartlett, Mr. and C.

Bate, E. R. MacLannan, D.

Bearegard, Macedo, J. M.

Comte Bosta MacIntyre, Mr. de and Mrs. Neil

Beaumont, G. A. Macdonald, Mr. and Mrs. F. C.

Becker, G. and Mrs. Macne, Mrs.

Bell, Mr. and Mrs. Macne, Mrs.

C. D. J. Marriott, Dr. O.

Bellics, Mrs. E. Marriott, C. E. R.

Bona, G. A. Matheson, Mrs.

Bernis, J. R. T. and

Boynon, Capt. child.

Bickel, C. H. R.

Binna, S. C. Mohta, K. B.

Bird, W. D. Meroeki, J.

Blanch, Mr. and McKean, Dr. G. W.

Brereton, H. McKenny, Dr. Ashley

Buschner, O. McNeill, Mr. & Mrs. D.

Campbell, A. J. Molbourne, C.

Campbell, Snollett, J.

Chalkley, Mrs. Morris, J.

Chaplin, Mrs. Mulder, Mr. and Mrs. J. D. F.

Christie, P. N. Munch, A. H.

Christon, A. A. Northcombe, Capt. & Mrs. Cowen, Mrs. W. F. D.

Cranston, I. W. Oudendoren, W. F. C.

Crocker, Miss Quin, V.

Curry, G. P. Pieper

Deane, A. F. Pinkham, L. E.

Denison, O. G. Ray, E. H.

D'Oottingen, V. Reay, Miss F.

Douglas, Mrs. R. Richardson, Mr. and Mrs. H. T.

Drew, W. C. Sausmarez, Lady H. de

Ehrenfels, Mr. and Mrs. H. C. Sausmarez, Sir H. de

Finlayson, Mrs. C. Schiel, Mr. and Mrs. S.

Fisher, H. G. Schiel, Miss Anna

Forayth, Mrs. E. Schmoke, W.

Freer, Miss M. Seranton, J. A.

French, Mrs. & child, Sibley, J. C.

Fuller, Denman, G. V.

Garner, C. E. Smith, Mrs. S. George, Mr. and T.

Mrs. F. J. Solomon, H. H.

George, Miss. Sutherland, P. D.

Gordon, A. G. Spittles, Mr. & Mrs. James.

Goulbourn, V. J. Square, Miss. Gourgey, I. Vermeli, G.

Gramma, D. M. Wake, Capt. G. E.

Grimshaw, R. J. Wallace, W.

Hall, Capt. T. P. Watkins, H.

Hanna, Dr. J. G. Webb, Mr. and Mrs. B.

Harbord, W. R. Welch, T. C. S. S.

Harris, A. Whamond, D. M.

Haywood, G. R. White, D.

Hawell, Hon. E. Whitely, R. G.

H. A. C. M. C. Wilkie, Mr. and Mrs. Allan

Hordman, A. E. Winkler, Mr. & Mrs. F.

Hope, E. Wood, G. G.

Hunt, H. J. Wright, Mr. & Mrs. J. F.

Innes, Capt. R. Young, J. A.

Joseph, Mr. and Mrs. S. L.

Mrs. S. L. Juster, W.

Lanzone, G.

Lingert, Mrs. L. Lugebill, V.

Lyn, Mrs. W. W. Chopard, F. A.

McWharter, H.

Morgan, F. E.

Mulder, J. C.

Muller, W. H. G.

Musso, F.

Navarro, M. L.

Norton, A. W.

Patten, S.

Rehner, Capt. Robert, J.

Sach, Capt. Schmitt, L.

Sawyer, W. J.

Shumway, Miss E. A.

Sommers, Mr. and Mrs. A. Smolt, F.

Williams, F. E. R. L.

Craigieburn.

Adams, Mr. and Mrs. Corneli, W. A.

Mrs. and 2. Haselfoot, L. children.

Caldwell, Mr. & Kydd, Mr. and Mrs.

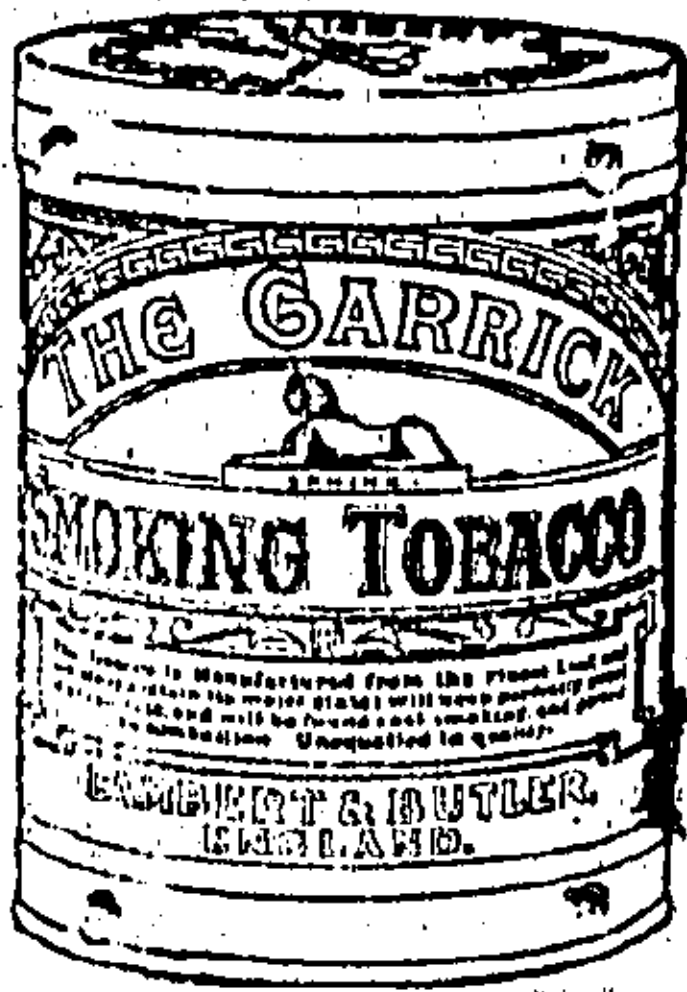
Caldwell, Miss Smith, Mrs. G. G.

Carpenter, Mr. Smith, E. G.

Wood, E. M.

Chisholm, S. J.

Notices



THE HIGH CLASS MIXTURE ALSO GARRICK CIGARETTES Virginia Blend.

OBTAINABLE EVERYWHERE.

TIFFINS! DINNERS!! \$1 THE BEST IN HONGKONG. SPECIAL MONTHLY TERMS \$1 FOR FULL OR PARTIAL BOARD. OUR BREAD, CAKES AND SCONES, ARE ACKNOWLEDGED TO BE PAR EXCELLENCE.

ALEXANDRA CAFE CO.

TURCO-EGYPTIAN TOBACCO STORE. JUST ARRIVED A CONSIGNMENT OF AMERICAN MILK CHOCOLATES. ALSO TURKISH CIGARETTES, IN BOXES OF 100, 50 AND 20.

WE REPRESENT THE LARGEST & FOREMOST EXPRESS & SHIPPING CO.'s throughout the WORLD. A PROMPT & EFFICIENT service guaranteed in every branch of the business, at REASONABLE RATES.

HONGKONG & CHINA EXPRESS, DESPATCH & STORAGE CO. Tel. 1208. (CHINA COMMERCIAL CO.) 3, Duddell St.

Consignee Consignee THE "SHIRE" LINE LTD. NOTICE TO CONSIGNEES. FROM EUROPE. THE Steamship "CARMARTHENSIRE," having arrived from the above ports, Consignees of cargo by her are hereby informed that all goods are being landed at their risk into the hazardous and/or extra hazardous Godowns of the Hongkong and Kowloon Wharf and Godown Company, Limited, whence, and/or from the wharves, delivery may be obtained. Goods not cleared by the 20th Jan. 9.30 a.m. will be subject to rent. All broken, chafed, and damaged packages are to be left in the Godowns where they will be examined on 20th inst. at 9.30 a.m. Claims against the Steamer must be presented to the Underigned on or before the 10th prox., or they will not be recognized. No claims will be admitted after the Goods have left the Godowns, and all Goods remaining undelivered after the 18th inst. will be subject to rent. All claims against the Steamer must be presented to the Underigned on or before the 10th prox., or they will not be recognized. No Fire Insurance will be effected by us in any case whatever. Bills of Lading will be countersigned by JARDINE, MATHESON & CO. LTD. Agents. Hongkong, 13 Jan. 1913. 1048

CONSIGNEES OF Cargo are hereby informed that all Goods are being landed at their risk into the hazardous and/or extra hazardous Godowns of the Hongkong and Kowloon Wharf and Godown Company, Limited, whence, and/or from the wharves, delivery may be obtained. Optional Cargo will be forwarded unless notice to the contrary be given before. No claims will be admitted after the Goods have left the Godowns, and all Goods remaining undelivered after the 18th inst. will be subject to rent. All claims against the Steamer must be presented to the Underigned on or before the 10th prox., or they will not be recognized. No Fire Insurance will be effected by us in any case whatever. Bills of Lading will be countersigned by JARDINE, MATHESON & CO. LTD. Agents. Hongkong, 13 Jan. 1913. 1048

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Grand Hotel. Agnew, Mr. and Lorrie, F. Mrs. Myall, A. T. Bailey, H. S. Mudie, Mr. and Mrs. Bauokham, E. Paul S. Outhbert, Mrs. Pink, Mr. and Mrs. George. Danmann, J. Davies, H. Elson. Fisher, W. Grace, J. Grant, J. Gregory, W. P. Griffin, Peyton. Hamilton Mr. & Walster, P. Mrs. Hansen. Hillbrocht, Dr. Hyde, S. Kleinfaldt, Rev. Sharp, H. J. Thompson, E. Tobias. Tobias, Mr. and Mrs. Watkins, G. A. White, Mr. and Mrs. Woodcock. Swift, Miss D.

BUTCHERS' MEAT IN FRISCO.

Why not a Municipal Slaughter House?

To try to reduce the retail price of meat, the San Francisco Retail Butchers' Association has recommended that the Board of Supervisors establish a municipal slaughter house, to which any one owning cattle, sheep or hogs can take his live animals and have them killed and prepared for market.

Dr. Julius Rosenstirn has already addressed the Board of Health, giving the details of how this is done in Europe and in the East.

Meanwhile the retail price of meat is advancing, and every butcher says it is going higher. The retailers lay it on the slaughter house men, the slaughter house men lay it on the ranchers and ranchers say there are not enough cattle and sheep and hogs to go round and still leave enough for breeding purposes.

Retail butchers have been paying 11 cents a pound for No. 1 steer beef, with poorer qualities in proportion. This is top price. They were selling the cheaper cuts, such as plank meat and soup bones, for less, but the price of the best cuts, like prime rib roasts and sirloin and porterhouse steaks had risen to figures prohibitive to all whose purses are limited.

An Enormous Advance.

The president of the Retail Butchers' Association, and the secretary, have made a report to the association, giving their explanation of the reason for high prices and suggesting a remedy. They claim that:—

1.—In the past ten years meats of all kinds have advanced from 50 to 150 per cent.

2.—To a certain extent the shortage of cattle, sheep and hogs on the range may be regarded as part cause of the advance in prices; but in the main the combination of packers and wholesalers who own or control practically three-fourths of the cattle, etc., now raised in the country and all of the slaughter houses in the cities, is to blame.

3.—The independent stockman, or stock buyer is unable to kill his stock profitably and ship it to the cities.

4.—The only remedy is to establish a municipal slaughter house. Other retail butchers do not accept this view, saying that the chief cause of high prices is scarcity of animals, fit to kill, on the ranges. Yet these admit that the higher the price they pay to the packing houses for carcasses, the less profit can be "cut out" of the meat. Most of them are down to 20 per cent. basis above wholesale prices, and this scarcely covers the loss from shrinkage and the cost of doing business. They say that the retailers are making nothing.

Packer's Profits Shown. "There is more behind this matter of high prices for meat than the everyday meat-buyers think," said a large retailer of meats recently. "The Retail Butchers' Association is perfectly correct when it says that it is impossible for a man to kill animals in the country and make any profit out of them. The packing houses sell carcasses for just about the money that they pay for the live animals. They make their profits out of the hide and other products, which is called 'offal' in the language of the packing houses."

"Now, let us take the case of a prime 1200-pound live steer, and see what it costs to handle it. The packing house or butcher pays 6 1/2 cents a pound for this animal. That amounts to just \$75. The average 1200-pound prime live steer, after killing, dressing and shrinking in the coolers, will weigh about 980 pounds. The packing-house price for such beef this morning was 11 cents. That figures up to \$74.80. There is a loss of 20 cents."

Offal Olives 12 Profit. "But now comes the other side. The 'offal' is worth about \$12 per head. That includes the hide, the intestines—called casings,—the glue, the suet, the peppin from the stomach and everything else. In other words, the cost of killing a steer, dressing and collecting is as low as \$83, but in San Francisco with its

higher wages, this cost runs to about \$4.50. That leaves the packing house \$7.50 profit, on a prime steer. The profit on other animals is much less. But there is a profit everywhere. Figures could be given showing how much there is in sheep and hogs. "Only two of the San Francisco butchers have facilities for getting all there is out of an animal. These are the Miller & Lux people and the Western Meat Company."

ZYMOTIC DISEASE.

Appointment of Research Expert for London.

At a recent meeting of the Metropolitan Asylums Board the Hospitals Committee, in recommending the appointment of a research bacteriologist, gave some startling statistics in regard to the extent of zymotic disease in the metropolitan area. It was stated that since 1870 the total number of admissions to the board's fever hospitals had been upwards of 500,000, and the number of deaths nearly 40,000. Since the board was constituted about £15,000,000 had been expended in the provision of hospitals for, and in the treatment of, infectious sick, but no practical step had been taken with the view of ascertaining the causes of the diseases received into such hospitals. The total number of deaths from the principal epidemic diseases during the last five years in London had been 22,640, of which 10,109 (45 per cent.) were attributed to measles. The facts alone fully justify, in the opinion of the committee, a determined attempt being made to save life and to reduce the great expense involved in maintaining large isolation hospitals, and it was confidently believed that these results were likely to be achieved when the causes of zymotic disease had been discovered.

ADMIRAL BRIDGEMAN. Interesting Comments by "Truth."

On the subject of Admiral Bridgeman's retirement, "Truth" has the following interesting comment:—

From what I can learn, it is not any kindness to Sir Frederick Bridgeman to probe too deeply into the precise ailments that led to his retirement. No doubt his illness was a convenient excuse, as it often is in such cases. But the real trouble seems to have been that he is a humdrum, colourless, elderly officer, and that the First Lord is a young man full of ideas and a born hustler.

Without any differences on policy or specific matters of administration, this is quite enough to explain why Mr. Churchill found that he had not got quite the sort of First Sea Lord he wanted, and in the present state of naval affairs it seems probable that he had not got quite the First Sea Lord that the country wanted. When, in addition, Sir Frederick's health was not precisely all that could be desired, this afforded a very convenient pretext for a separation, and nobody but Sir Frederick need regret that it was used.

When Sir Frederick Bridgeman went to the Admiralty the appointment caused a good deal of surprise in the Service, which was reflected in "Truth." It had been regarded as a foregone conclusion that Sir William May would succeed Sir Arthur Wilson. Sir Frederick Bridgeman's command of the Home Fleet certainly did not enhance his reputation. All this I should think Lord Charles Bessford must pretty well know if he keeps in touch with the Service.

Airman's £65,000 Will. Estate of £65,001 gross value has been left by Mr. Henry J. D. Astley, the airman, who was killed while flying at Belfast on September 21. Mr. Astley, only son of the late Mr. B. F. B. Astley, of Ochequers Court, Buckinghamshire, was twenty-four years old. He left £2,000 each to his sister, Olive Joan Astley, and an uncle, and all his other property to his wife, Mrs. Mary Bath Astley, of Lynsted Lodge, Sittingbourne, Kent.

COMMERCIAL.

SHARE REPORT.

Messrs. Wright and Hornby in their weekly share report, dated January 18, states:—

Our market for local stocks has remained firm throughout the week, and a steady business has been transacted in many instances at increased rates.

Para Rubber is quoted from London at 4/8 1/2 per lb.

Bar Silver is 20d. per oz. for ready and 20.1-16d. per oz. for forward delivery, market dull.

Exchange on London opened to-day at 2 1/4 T.T.

Banks.—Hongkong and Shanghai Banks have advanced from \$825 to \$830, with buyers at the rate. London quotes \$85/10/- It is announced that, subject to audit, the Court of Directors, will, at the forthcoming half-yearly meeting of the shareholders, recommend the payment of the usual dividend of £2 per share, and bonus of 5/- per share, transfer to silver reserve \$200,000, write off Bank premises \$200,000, and carry forward to new account about \$2,000,000.

Marine Insurances.—Unions have sold at \$815 and there are more shares offering at the rate. Cantoners are obtainable at \$270. North China has changed hands at Tls. 130, and the market closes in Shanghai with sellers at Tls. 132. Yangtzes are unchanged at \$192 1/2 ex 73.

Fire Insurances.—There are buyers of Hongkong Fires at \$84, and sellers of China Fires at \$150 after sales at the rate.

Shipping.—Indos are still a neglected market with sellers at \$80 locally, and shares are on offer from London at \$8/0/0. Hongkong Canton and Mesao Steamboats have sold at 28 and more shares could probably be placed at this figure. China and Manilas are quiet at \$10 and Douglas's have buyers at \$34. Star Ferries have improved from \$33 to \$35 buyers, with no shares offering at the rate. Shell Transports are quoted from London at 112/- Middle.

Refineries.—China Sugars are wanted at \$107 and Luzons have improved from \$34 to \$37 buyers. Mining.—Rauks are offering at \$4. Langkats are wanted at Tls. 73 for cash and a considerable business has been done in them at Tls. 76 for March Settlement delivery. Tronchs are quoted from London at \$3/17/6 buyers.

Docks Wharves and Godowns.—Hongkong and Whampoa Docks have buyers at \$56, and Shanghai Docks at Tls. 63. Kowloon Wharves can be placed at \$77, Hongkong Wharves are quoted at Tls. 107 nominal.

Lands Hotels and Buildings.—Hongkong Lands have buyers at \$104, Kowloon Lands at \$36 and West Points at \$57 after sales at the rate. Hongkong Hotels are still in demand at \$115 and 73. Humphreys Estates have sold at \$8.12 and are still enquired for at the rate. Shanghai Lands are quoted at Tls. 88.

Cotton.—Hongkong Cottons have buyers at \$8 1/2, Ewo's at Tls. 135, Shanghai Cottons at Tls. 127 and Kung Yiks at Tls. 144. Soy Chees are on offer at Tls. 47.

Miscellaneous.—There are buyers of "China Borneos" at \$10, China Providents at \$9, Dairy Farms at \$22 1/2, Electric at \$26, Peak Trams at \$11 1/2 and \$100 for the new shares. Watsons are a firm market with buyers at \$3 1/2 and no shares offering under \$7.00. Union Waterboats are obtainable at \$14, Icos at \$200 and China Lights at \$2.80. Quotations received by cable from London to-day:—

Banks \$85/10/- Middle Indos \$8/- Sellers Shells \$5/11/- Buyers Tronchs \$3/17/6 do United Serdangs 14/- Middle Rubber Trusts 13/- do Eastern Internationals 21/8 Middle

Hongkong Electric Trams 5 1/4 Sellers

Siam Trade. Approximate return showing the values of imports and Exports for the month of December 1912:—

Imports	Exports
Ticals	Ticals
6,517,977	7,886,591
Included in above Imports	
Gold Leaf	Treasure Optum
Ticals	Ticals
77,000	384,400 118,000

Home Commercial and Produce Markets.

Dec. 20.

The Bank rate remains unchanged at 5 per cent. The Open market rate for short loans is 4 1/2 per cent, and discount of four months' Bank bills 4 1/2-16 to 5 per cent. The Silver market has receded during the week, the price of bars now being 29 3/8-10d. per oz. Amid the general dullness all round the Stock Exchange, the Rubber Share market has displayed a remarkably firm front, and there has been a steady buying. The Shell Transport and Trading Company has declared a second interim dividend at the rate of 10 per cent. per annum. The Bank of Indo-China announces a half-yearly dividend of fr. 24 net. The Yokohama Trading Company (Henri Portier and Co.) has been formed in Paris to trade in various tissues and curiosities of China and Japan. The meetings have been held of the British North Borneo Company, Daejan (Java) Rubber Estate, Kuala Klang Rubber Estate, and the Pekin Syndicate Limited. China Tea is quiet, but steady. Coffee has met with good demand, and steady prices were realised. Sugar, after firming, closes easier. Singapore Pepper also is dull with little change. In Rice there is still little doing, but previous rates are maintained. Manila Hemp is dull. Straits Tin is \$226 10s. to \$227 for cash, and \$228 10s. to \$227 for three months. Plantation Rubber has been lower, although improving somewhat towards the close, good average Sheet being now quoted at about 4s. 5d. per lb. Fine Hard Para is 4s. 6 1/2d. per lb.

Paper From Bamboo.

Paper from the bamboo cane will soon, says the "Standard," be of the usual order of things. Scottish engineers are mainly responsible for bringing about this new departure. Not long ago an Edinburgh firm, who specialise in the making of plant for producing paper from bamboo, sent out two complete factory equipments to the Far East—one to convert cane into pulp, and the other to transform that pulp into fine white paper. On a site near Kagi (Japan) a factory is being installed with every requisite to deal in the first place with only 300 tons of pulp per month, but with room for any development. In this case, however, the pulp will be treated in Formosa, and shipped in rolls or sheets to the paper mills at Kobe; just in the same way as the wood pulp of Norway, Sweden, Russia, and Finland is shipped to the United Kingdom to feed the British paper mills. Esparto grass gives way to wood pulp in this country for papermaking purposes, and it is hoped that in the Far East bamboo pulp will enable Eastern mills to compete with the British and American imported paper of the finer qualities. One thing has to be borne in mind—that the process of manufacture from bamboo is a more expensive one than that from wood. Meantime, at any rate, experiments may cheapen the process, and the supply of the cane is practically inexhaustible. Furthermore, the bamboo is a plant that can readily be cultivated. If any particular species of bamboo is considered the best for papermaking, purpose it can easily be grown in any quantity. Asia, Africa, America, and Oceania all have forests of that plant. And a very interesting process is the manufacture of the cane into paper. It is cut up into small pieces of one or two inches, then boiled with sulphat of lime, bleached by electricity, washed, machine rolled, and pressed into tissue form and dried by steam. When wound into rolls or sheets it has a pleasing appearance, and makes an excellent quality of paper.

Mr. Whitelaw Reid's Estate. New York, January 11.—The estate of the late Mr. Whitelaw Reid has been admitted to probate, and shows that the statesman left a fortune of approximately thirty million dollars.

Mr. J. G. Apear.

Mr. John Gregory Apear was elected by an overwhelming majority of Commissioners at the special meeting of the Calcutta Corporation on December 17, to represent that body on the Bengal Legislative Council.

S-SELLERS		SA-SALE		B-BUYERS	
STOCKS & PAID UP VALUE.		CLOSING QUOTE.		LAST DIVIDEND AND DATE.	
BANKS.					
Hongkong & Shanghai	\$125	\$835	sa.	\$20.00 at oct 2/1/16 equal to \$19.95 for 1/2 year ending 30/6/12	
MARINE INSURANCE		\$85/10			
Cantons	\$50	\$267 1/2	s.	\$18 for 1911	
North China	25	T130	b.	Interim of 10/- for 1911	
Unions	\$100	\$815	s.	Final of \$20 making \$50 for 1909 and Interim of \$30 for 1911	
Yangtzes	£50	\$192 1/4	b.	\$12 for 1909 and Int. of \$3 on account of 1910	
FIRE INSURANCES.					
China Fires	\$20	\$150	s.	\$7 & 1/2 of \$3 for 1910	
Hongkong Fires	\$50	\$384	b.	\$27 for 1910	
SHIPPING.					
China & Manilla	\$25	\$10		\$1 for 1906	
Douglas Steamship	\$50	\$54	b.	5 p.c. for year end'g 30/6/12	
Steamboats	\$15	\$28	b.	Dividend of \$1 for half year ending 30/6/12	
Indo-Chinas				6 p.c. for year 1910 on preferred shares	
(Preferred)	25	\$80	s.		
(Def. prod)					
Shell Transport	£1	111/6		1/- per share Coupon No 19	
		£11	b.		
"Star Ferry"	\$10	\$35	b.	15 p.c. for year ending 30.4.12	
SHIPBUILDING.					
China Shipb.	\$100	\$108	s.	\$5 for 1911	
Luzon Shipb.	\$100	\$40	b.	\$3 for 1897	
Chinese Engineering	£1	35/-		1/6 per share final 1911	
Tronohs	£1	77/6	b.	(Coupon No. 18)	
Raub	£1	44/-	s.	7/6 per share on 150,000	
Docks, Wharves, & Gardens.				\$3 for year end'g 31.12.11	
Kowloon Wharves	\$50	\$77 1/2	b.	\$1 final dividend for year 1912	
H.K. & W'poo Docks	\$50	\$56	b.	Tis. 3 for 191	
Shanghai Docks	T. 100	T.63	b.	Final of Tis. 3, making Tis. 6 for 1191	
Hongkow Wharves	T. 100	T.107			
LANDS, HOTELS & BUILDINGS.					
Anglo French Lands	T.100	T.94		Tis. 6 29/2/10	
Hongkong Hotels	\$50	\$115	b.	\$3 on old shares, \$1.50 on new shares for half year 30/6/12	
Hongkong Lands	\$100	\$105	sa.	Int. div. of \$3 1/2 for 1912	
Humphreys Estates	\$10	\$8 1/2	b.	40 cents for 1911	
Kowloon Lands	\$30	\$36	b.	\$2.75 for 1911.	
Shanghai Lands	T. 30	T. 88		5 p.c. for half to 30/6/12	
West Points	\$50	\$57	b.	Interim div. of \$2 for 1912	
Manila M'pole Hotel	P.10	P. 8		15 per cent. for 1910	
COTTON MILLS.					
Ewos	T. 50	T.135	b.	T4 for year ended 31/10/10	
Hongkong Cottons	\$10	\$8 1/4		T7 for year ended 20/12/10	
MISCELLANEOUS.				50 cents 31.7.08	
China-Borneo	\$12	\$10	b.	\$1 for 1911	
Light and Powers	\$10	\$2.90	s.	70 cents for 1911	
Do. (Spec. shares)	\$1				
China Providents	\$10	\$9 1/4	s.	\$1.25 for year end'g 31/7/12	
Dairy Farms	\$6	\$22 1/2	b.	40 cents for 1911	
Green Islands	\$10	\$4.10	sa. & b.	\$1.40 per share	
Hongkong Electric	\$10	\$26	b.	Interim of \$2 for 1912	
Hongkong Ice	\$25	\$200		\$1 interim account 11.12	
Hongkong Ropes	\$10	\$19	b.		
Langkats	g. 10	T.73	sa.	Interim div. T.1. 15/3/12	
Morning Post	\$25	\$22		Interim div. T.1. 15/6/12	
Peak Tramway	\$10	\$11 1/4	b.	Do. T.1. 15/9/12	
Do. (new)	\$1	\$1		Do. T.1 bonus 16/12/12	
Philippines	\$10	\$5	s.	None	
H. Price & Co., Ltd.	\$10	\$6		80 cents on fully paid shares and 8 cents on \$1 paid shares for year ending 30/4/12	
Societe des Pulpes et Papierieries du Tonkin	Pre-ferred paid up \$50	\$30	s.	None	
Shanghai-Sumatra	T. 20	T.150		First year.	
Steam Laundry	\$5	\$4 1/4	b.	No dividend this year	
United Asbestos				50 cts. for year end'g 30/5/1	
Oriental Agency	\$10	\$9 1/4		20 per cent. per ordinary share for year ended 31/5/1912	
United Asbestos Founders	\$10	\$300		75 cents per share for year ending 31/12/1911	
Union Waterboat	\$10	\$14	s.	10 per cent. for year ending 31/7/10	
Weismann, Ltd.	\$10	\$15	b.	40 cents for 1911	
Watson	\$10	\$6 3/4	b.		
William Powell	\$9	\$9	b.		

COOLIES' SAVINGS.

A Factor in Recruiting.

The "Madras Mail," has the following:

With the growing demand for labour, such a pressing problem in agricultural and industrial economy in India as the present day, any legitimate device that will tend to prove to agricultural labourers that, all things considered, it is as profitable to remain and work in their own country as it is to go across the sea to one or other of the planting Colonies, deserves consideration. The better the recruiting agencies are organised, the more fully do they take advantage of all these little advertising methods, and there is no reason why the planting industry in India should not take a leaf out of the book of some of their overseas rivals. We have on more than one occasion pointed out that the Governments in India, in their solicitude for the welfare of the emigrant, more or less unconsciously advertise the advantages of emigration, or, at the request of the Colonial Governments concerned, take an active part in dissemination of the information of the sometimes attractive rates of wages, etc., that labourers obtain in these delectable paradises for labourers. A correspondent of a Calcutta paper, interested in the labour problem in Assam, points out that the apparently innocent little paragraph in the report of the Inspector of Emigrants, giving details of the savings brought back by returning emigrants from these Colonies, is another such advertisement, and is frequently used as such. No such figures are published in connection with the labourers in India who periodically return from planting districts to their homes, with the result that coolies often get an exaggerated idea of the prospects in the Colonies referred to, and decide to go there in preference to remaining in India and seeking a competence nearer home. The correspondent is able to give authentic figures of the savings made by coolies returning from Assam and, in many cases, they compare very favourably with the figures given in the official reports of returning emigrants from the Crown Colonies. It ought not to be difficult for the planters of South India to co-operate with the Government towards this end, and we make the suggestion for what it is worth. A statement made with the authority of the Government behind it would weigh a good deal more with the coolie than that of the Indian recruiting agent, whose methods are not always above suspicion.

New Zealand Trust Act.

Wellington, Dec. 20. The first prosecution under the Commercial Trusts Act has just been decided. The Merchants' Association, the Colonial Sugar Refining Company, and three Wellington firms have been adjudged guilty of illegal combination affecting the sale of sugar, and fined \$1,000 each.

CRISP, NIPPING MORNINGS.

A pot of hot, delicious Coffee downstairs. The inviting Aroma pervades the house. Isn't that an inducement to get up and begin the day? But the Coffee mustn't be a disappointment even one day out of six. It must be consistently good, and that is one of the great characteristics of LOTUS BRAND MOKHA COFFEE.

Obtainable at all Grocers.



H. RUTTON & SON,
89 & 90, QUEEN'S ROAD, CENTRAL.

"THE HAPPY TRAVELLER."

On His Way to the Malay Archipelago.

On his twelfth winter trip away from his home in London, Mr. W. Emery Stark, popularly known as the "Happy Traveller," arrived in Colombo on December 20th by the mail boat, P. and O. "Maloja."

On Thursday December 24 he left by the "Sardinia" for Singapore. Thence he proceeds on nine weeks' cruising four in the Malay Archipelago, going round the coast of Celebes, and then past the southern part of New Guinea. This tour is in extension of the five weeks he spent in the Archipelago in 1908. On his way back to England he will call on a few day friends in the F.M.S. and be back in Colombo about the end of April. He has booked his passage back to England by the "Macedonia" sailing on May 8th.

Mr Stark continues to enjoy good health. He says he hopes to print his journals—he always keeps a journal of each voyage—relating to his trips to the Malay Archipelago, as he had only come across one book, published several years ago, of that part of the world, which contains any information to travellers seeking "fresh fields and pastures new." (T. of C.)

CHINESE STUDENTS.

Arrival in America.

The first group of students to be sent to the United States by the new Government in China out of the Boxer indemnity fund arrived last month in San Francisco after crossing the Pacific on the steamer Nile.

Particular significance is attached to the arrival of the class, which numbers nine, says an American paper, in the fact that the policy of the young republic in regard to American education is made plain. Just what the victors in the recent revolution would do with the Boxer indemnity money was the subject of much discussion in educational circles until it became known that the policy of the old Government would be carried out.

After all claims arising from the Boxer trouble had been settled in full, there was still an appreciable amount left of the sum that had been originally agreed upon, and the two governments decided to use this money for the purpose of educating Chinese in the United States. The students who come are the winners of a competitive examination held by the Chinese Government, and the total expense is paid by the Government.

In age they range from 18 to 21, and all have a fair knowledge of English. They come from every part of China and have had the advantage of the best schools there. Evidently the ancient religions of of their native land have been discarded by them, as one of the first questions asked was regarding the location of the young Men's Christian Association. They are Li Luo Ling, Hu Peh Xuan, Wang Yu, Chon Lien Hu, Liang En, Yeh Chien-mu, Yeh Chien-pay, Wang Tie-Chong and Chao Jen.

POST OFFICE.

MAILS ARRIVED TO-DAY.

Vancouver, s.s. Emp. of Japan.
Swatow, s.s. Helene.

MAILS VIA SIBERIA.

Left London Per Shanghai
Dec. 26 Jan. 11
Dec. 27 Jan. 13

MAILS DUE.

American, Persia, 19th inst.
American, Coblenz, 25th inst.

The Persia with the American Mail is expected here on Sunday the 19th inst.
The Coblenz is expected to arrive here on Saturday the 25th inst. with the American Mail ex s.s. Korea.

MAILS CLOSE.

Swatow, Amoy and Foochow via Tamsui—Per Daijima, 19th Jan., 9 a.m.

Haiphong, Pakhoi and Saigon—Per Kohetohang, 19th Jan., 9 a.m.

Saigon—Per Naiyang, 19th Jan., 9 a.m.

Straits and Ceylon—Per Koerber, 19th Jan., 9 a.m.

Swatow—Per Haimun, 19th Jan., 9 a.m.

Straits and Burma—Per Upada, 20th Jan., 11 a.m.

Straits and India via Calcutta—Per Kumsang, 20th Jan., 11 a.m.

Straits—Per Neleus, 20th Jan., 1 p.m.

Macao—Per Sui Tai, 20th Jan., 1.15 p.m.

Japan via Kobe—Per Hokuto-maru, 20th Jan., 3 p.m.

Tsintao, Weihaiwei and Chefoo—Per Shuntien, 20th Jan., 3 p.m.

Swatow, Amoy and Foochow—Per Haimun, 20th Jan., 5 p.m.

Macao—Per Sui Tai, 21st Jan., 1.15 p.m.

Straits—Per Pausang, 22nd Jan., 2 p.m.

Japan via Kuchinotzu, Victoria, Tacoma, Vancouver and Seattle—Per Antiochus, 22nd Jan., 2 p.m.

Philippine Islands—Per Taming, 21st Jan., 3 p.m.

Swatow, Amoy and Foochow via Takao—Per Soshu-maru, 21st Jan., 5 p.m.

Haiphong, Pakhoi and Saigon—Fungkiang, 22nd Jan., 8 a.m.

Straits, Burma, Ceylon, Adelaide, Western Australia, India, Aden, Egypt, and Europe via Naples—Per Prinz Ludwig, 22nd Jan., 9 a.m.

Swatow—Per Haimun, 22nd Jan., 9 a.m.

Macao—Per Sui Tai, 22nd Jan., 1.15 p.m.

Shanghai and North China—Per Kwongsang, 23rd Jan., 9 a.m.

Japan via Nagasaki, Victoria and—Per Seattle-maru, 23rd Jan., 1 p.m.

Shanghai and North China—Per Chenan, 23rd Jan., 3 p.m.

Swatow, Amoy and Foochow—Per Haiyang, 23rd Jan., 5 p.m.

Sandakan—Per Mausang, 24th Jan., 2 p.m.

Philippine Islands, Yap, Angaur, Fred, Wilhelmshafen, Rabaul, Herbertshofe, Matupi, Australia, Tasmania and New Zealand via Brisbane and Port Colborne, 25th Jan., 8 a.m.

Straits and India via Calcutta—Per Dilwara, 24th Jan., 2 p.m.

Batavia, Semarang and Sourabaya—Per Tjitaroen, 25th Jan., noon.

Philippine Islands—Per Loong, sang, 25th Jan., 1 p.m.

Philippine Islands—Per Rubi, 25th Jan., 3 p.m.

Shanghai and North China (Europe via Siberia)—Per Linan, 25th Jan., 5 p.m.

Shanghai, North China and Japan via Kobe—Per Ville de la Clotat, 27th Jan., 5 p.m.

Swatow, Amoy and Foochow—Per Haiyang, 28th Jan., 9 a.m.

Saigon, Straits, Ceylon, Adelaide, Western Australia, India, Aden, Egypt and Europe via Marseilles (Late Letters 11 to Noon. Extra Postage 10 cents). (Letters posted in all the Pillar Boxes in time for the first clearance will be included in this contract mail.)—Per Dumbear, 28th Jan., 11 a.m.

Fort Bayard, Haiphong, Pakhoi and Saigon—Per Si-kiang, 29th Jan., 8 a.m.

Philippine Islands, Australia, Tasmania and New Zealand via Port Darwin—Per Changsha, 3rd Feb., 11 a.m.

SHIPPING NEWS.

ARRIVED.

Assaye, Br. s.s., 4,350, G. W. Cockman, R.N.R., 17th Jan.—Bombay via Colombo 1st Dec. Gen.—P. & O. S. N. Co.

Laertes, Br. s.s., 1,340, W. Wawn, 17th Jan.—Saigon 13th Jan. Rice—Chinese.

Marie, Ger. s.s., 1,169, Sibilalkin, 17th Jan.—Swatow 16th Jan. Gen.—J. & Co.

Iddia, Br. s.s., 4,198, G. W. Gordon, 17th Jan.—Shanghai 14th Jan. Gen.—P. & O. S. N. Co.

Helene, Ger. s.s., 777, J. Jensen, 18th Jan.—Swatow 17th Jan. Gen.—J. & Co.

Empress of Japan, Br. s.s., 3,037, S. Robinson, R.N.R., 18th Jan.—Vancouver, B.C. 26th Dec. Mail and Gen.—C. P. R. Co.

Anhui, Br. s.s., 1,350, J. Harris, 18th Jan.—Canton 17th Jan. Gen.—B. & S.

Varg, Nor. s.s., 873, O. Rasmussen, 18th Jan.—Canton 17th Jan. Ballast—T. & Co.

CLEARANCES AT THE HARBOUR OFFICE.

Jan. 17.

Soshu-maru, for Canton.

Kyodo-maru, for Canton.

Sabine Rickmer, for Foochow.

Chongva, for K. C. Wan.

Tjikini, for Batavia.

Jan. 18.

Haimun, for Swatow.

Yuensang, for Manila.

Bourbon, for Hongay.

Chi-yuen, for Shanghai.

Hanoi, for Haiphong.

India, for Bombay.

Anhui, for Shanghai.

Elax, for Balik Papan.

Otara-maru, for Wakamatsu.

Koonshing, for Shanghai.

Assaye, for Shanghai.

Hanyang, for Saigon.

Helene, for Tourane.

Jelunga, for Moji.

Daijin-maru, for Tamsui.

Rajaburi, for Singapore.

DEPARTED.

Jan. 18.

Sanuki-maru, for Kobe.

Maehow, for Bangkok.

Wakamatsu-maru, for Karatsu.

Singan, for Saigon.

Assaye, for Shanghai.

India, for Straits.

Chi-yuen, for Shanghai.

Yuensang, for Philippine Island.

Jelunga, for Kobe.

Tjikini, for Sourabaya.

Tientsin, for Moihow.

Hanoi, for Saigon.

Bourbon, for Hongay.

Koonshing, for Swatow.

Luchow, for Canton.

Kiyo-maru, for Canton.

Soshu-maru, for Canton.

PASSENGERS ARRIVED.

Per s.s. Assaye, arrived 17th inst., from London, &c.:

Barratt, Miss Prior

Bakwell, Miss Shellim, Mr. & Mrs.

Budd, Dr. Mrs. Star, Rev. and Mrs.

Brakel Bing, Mr. Star, Rev. and Mrs.

Copela, J. Savin, Rev. and Dr.

Carvalho, J. Dr. Stewart, Rev. A.

Chishoen, A. Stewart, E. G.

Hubbard, Mr. & Mrs. Stewart, Miss

Junor, Miss Scott, L.

Kee Leon, Stadt Sabiebury

Hallum, Wray, Miss

Kamo, Mr. and Vande, P.

Mrs. Walker, Mr. & Mrs.

Mone, Van. Mrs. Waller, C.

Parsons, Rev. Waller, C.

& Mrs. Yat Cheong

Per s.s. India, arrived 17th inst., from Shanghai—

Green, V. J. Northey, H. B.

Goddard, Ralphs, W. J.

Jameson, C. D. Stienlett

Kurker, Stafford, S.

Little, O. Sharp, E. H.

Lok Pei-kwai, Tseng Kuo-en

Ng Kheong-guan, Udarup, J.

Wilt, Miss E. M.

Per s.s. Empress of Japan, arrived 18th inst., from Nagasaki, &c.:

Chow, C. H. Timmerscheidt,

Fortung, P. Wakasugi, Mr.

Fortung, J. Wakasugi, Mr.

Tait, E. G. Mrs. K.

PASSENGERS DEPARTED.

Per s.s. Zafiro, sailed on 16th inst., for Manila, &c.:

Amar, Severo. Muok Tong-

Bryant, W. T. ping

Cheng Siung-kwan, Pratt, Mr. and Mrs. W. E.

Cheng Wai-kui, Porter, Major

Edwards, J. E. D. D.

Go Fui-bok, Ross, James

Ho Tak, Said Gulan

Kunzaman, Sy Jung-ka

Leong Kiat, Togo M.

Muok Dap, Tan Si-kun

Mark Thuc, Yiu See-lo

WEATHER REPORT.

On the 18th at 10.59.—The depression has further deepened and now lies to the east of Hokkaido.

An anticyclone has formed over China.

Pressure has increased moderately over N. Annam. It is stationary over the Philippines.

Moderate to fresh monsoon is indicated along the E. coast of China and over the N. China Sea.

Hongkong Rainfall for the 24 hours ending at 10 a.m. to-day, 0.00 inches.

FORECAST FOR THE 24 HOURS ENDING AT NOON TO-MORROW.

District. Forecast.

1 Hongkong and Neighbourhood. N. winds, moderate, fine.

2 Formosa Channel. Northerly gale.

3 South coast of China between H.K. and Lamooks. The same as No. 1.

4 South coast of China between H.K. and Hainan. The same as No. 1.

China Coast Meteorological Register.

18th January, a.m.

Station. Hour. Barometer. Temperature. Humidity. Wind. Force.

Wootock 7a 30.04 5 91 ne 2 c

Nemuro 6a 29.36 — ne 7 —

Hakodate 29.52 — nnw 3 —

Tokio 29.65 — sw 1 —

Kochi 29.84 — nw 1 —

Nagasaki 29.95 — n 2 —

Kshima 29.92 — n 1 —

Oshima 29.95 — nne 3 —

Naha 29.99 — nnw 5 —

Ishijima 30.03 — n 3 —

Bonin Is. — — — — —

Chefoo — — — — —

Whaiwei 30.1433 90nnw 4 b

Hankow — — — — —

Iohang — — — — —

Kiukiang — — — — —

Changsha 30.2134 90nnw 1bm

Shanghai 30.1140 — nnw 4 cv

Gutzlaff 7a 30.2359 — e 2 c

Sharp F. 7a 30.2055 79 ne 1 c

Amoy 30.1652 79 ne 3 b

Swatow 30.1652 79 ne 3 b

Taihou 5a 30.13 — nw 4 —

Taihu 30.07 — n 6 —

Tainan 30.05 — n 6 —

Koshun 30.00 — n 0 —

P'dores 30.04 — n 8 —

Canton 3a — — — — —

H'kong 6a 30.1454 66 n 1 b

Gap Rock 30.12 — n 5 c

Macao 30.1252 — nw 1 c

Wuchow 9a 30.3249 — e 1 b

Pakhoi — — — — —

Holhow — — — — —

Phulien 6a 30.1763 — e 2 c

Tourane 30.0672 — e 0 or

O. St. J. 30.0272 — e 2 c

Appari 29.9970 — e 1 c

Manila 29.9970 — e 0 c

Legaspi 29.9970 — e 0 c